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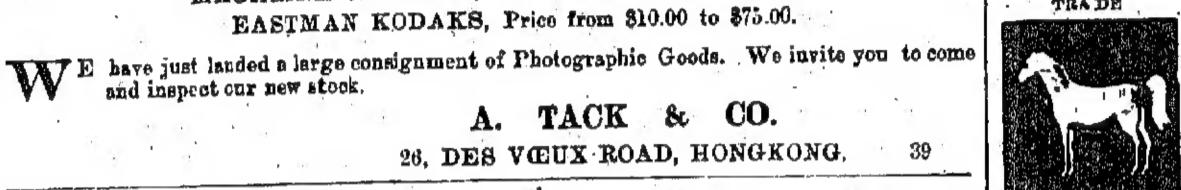
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HONGKONG, FEBRUARY 7TH, 1906.

Age and death are ideas that should not, and very rarely do, obsess the minds of the young; and now we find M. JEAN FINOT, in the Contemporary Review, assuring us that their presence is just as improper in the thoughts of those who have lived longer. Consideration will persuade most people that the learned Frenchman has disclosed a psychological truth of very considerable importance. The late RICHARD JEFFERIES in one of his beautiful books bewailed the fact that deaths from true old So far as our recollection may be depended upon, he took no cognisance of M. Finor's point; but was pleading timely on the lines of the modern catch-phrase, for "the This "simple life' Simple gospel is very attractive, as it has ever been since man found himself kicking against the pricks of civilisation's complexities; but it has not been regarded as practical politics. M. Finor's suggestion easy. Briefly, he holds that by self-suggestion we may, within limits, influence the period of our own existence. A man gets into the way of thinking he has not long to live. He makes himself the victim of illdirected suggestion, and as a consequence dies somewhere about the time he has expected. If he had kept up his heart, laughed at death, and gone on with his work determining to complete it, death "How about your ninety-two years?" was the good-humoured reply. The man of | to visit this country.

ninety-two was still personally superintend- TELEGRAMS. ing his workmen. As with him, so, M. FINOT argues, with most abnormally longlived people. They do not think of their years. They begin studies and enterprises at an age when it seems impossible they should proceed far in them. Keeping their eyes on the present, they live genuine life in its every moment. Their concern is not with the future. They "take no thought for the morrow. Thus the unanimous acquiescence in the belief that three score years and ten is the "allotted span," and sixty the retiring age, is a suicidal mistake. A man is as old as he feels; he may feel as young as he wills, if he will but store up in the brain "beneficent, serene, and comforting suggestions; determine that resistance to death and disease is possible; keep the thoughts occupied with work that interests and pleasures that do not destroy; and mentally decide that life is worth living. It seems that auto-hypnotism, the "fear" more deadly than cholera, may, when rightly directed, induce longevity. Unlike some panaceas, it must do good even if it

The Exchange Banks announce that they will suspend business at 11.45 a.m. each day of

does not cure.

Police Court reports, Training Notes, report from Singapore mentioning the two-and fourpounty dollar, and a valuable note relating to trade with China, will be found on page 5.

"A state of war" existed in Hongkong and J. C. Peter. yesterday. The mobilisation brought out a large body of troops, with a fair representation of Volunteers, and military operations on a big scale were in hand.

It is now announced that the Hongkong. Volunteer Corps will line the streets, conjunction with the regular troops, on the occasion of the arrival of H.R.H. Prince Arthur of Connaught, K.C. Their position will be on the Albert Road nearest to Government House.

"Laneite," writing about "Tea" in the December issue of the new monthly, Tropical Life, says .- Apropos of China tea, a great deal is being talked just now about the increased enquiry for it in clubs and restaurants owing presumably to medical opinion on its anti-tannie properties. Anything like a general reaction in favour of China is hardly likely, however, now that public taste had attached itself to the clean, full-flavoured tess of India and Ceylon, and the present movement is probably merely a fad of the well-to-do classes. According to Tea Brokers' Association figures, a slight place the last month-1,028,186 as against carried. 994,643 lbs.—though the total clearances were

The Australian Western Mail has a nest cartoon upon the vapourings of a portion of the English press upon the subject of the recent atrocious murders in the Northern Territory A benevolent old gentleman, wearing a collar upon which is the inscription " English Press," holds in his hand a Gladstone bag labelled "Books on Parlour Etiquette." Before him is." the gentle aberigine," a murderous object with a fierce club. Behind him is a skull, and a clump of brushwood barely hides a "late" white man's boots. And the letter press reads :- Benevolent Old Parig : "I'm rather disappointed in you over these last little affairs of yours-you know you should not kill cattle and spear men. Perhaps those bad white men haven't been kind enough to you. Meantime study these useful little books."

The mail papers are full of election anecdotes some new, some old. Oneruns that a candidate, after having given one pledge after another at a public meeting, was asked if he were prepared to vote for the repeal of the provisions of chapter 20 of the Book of Exedus. "Certainly," he replied at once, without having even caught | The agitation of the past year and the severe the end of the sentence, "I shall have no age were far fewer than they used to be. objection." The hall was convulsed with laughter. The candidate, disconcerted, asked the chairman what was the matter. "Nothing," replied the latter, placidly. "You have only just pledged yourself to repeal the Ten Commandments." The story reads like a resurrected apocrypha, but many will say the sting lies in the reflection that there have been candidates who would have returned the same answer even if they had caught the question.

The following facetious paragraph is from the Globe: -" Basket ball " is the analogue to is on a different plane, and comparatively "socker" in China. The object is to get the ball from one end of the village to the other A game may last for days, and any device may & Co. be employed to transmit the ball by stealth. is not uncommon for a forward to secure a try by smuggling it across the goal line secured in a hawker's barrow, or distract the aftention of the opposing halves by a spurious rumour of fire in another street. A smart three-quarter China. can kick a dropped goal from any part of the field by registering "the oval" through the Post Office, but doing so on a Bank Holiday or would probably have been long postponed. Saint's Day is considered the equivalent to a foul, and a free kick given by conveying the asked M. Finor of M. Rigaud, the senior ball back to the twenty-five by carrier. It is mayor of France. "I never look at them," | hoped that an All-Yellow team may be induced

EBUTER'S SERVICE.

AUSTRIA AND SERVIA.

LONDON, February 4th. The tariff war between Austria and Servia is concluded, Servia having agreed to yield to Austrian pressure, and abandoned a Customs union with Bulgaria.

FRANCE AND VENEZUELA.

LONDON, February 4th.

Passengers from La Guaira report that President Castro is preparing for war, and has issued orders to fire on the first French war-ship that is sighted. It is asserted that he considers the whole French movement to be a bluff.

THE MOROCCO CONFERENCE.

LONDON, February 4th.

The Cologne Gazette in an inspired article ridicules the idea of war resulting from the Algeeiras conference, and says that if the conference proves a fiasco the status quo will be maintained.

> THE KOWLOON LAND AND BUILDING CO., LTD.

The severteenth ordinary meeting of sharehelders of this Company was held at the Company's offices, Victoria Buildings, at noon yesterday. Mr. T. F. Hough presided, and there were also present Messrs. W. H. Gaskell and A. Rodger (directors), J. H. Chinoy, M. S. Northcote, A. Shelton Hooper, E B. Shepherd

The notice convening the meeting having

The CHAIRMAN said :- Gentlemen, I propose, with your permission, taking the report and accounts as read. The net profits for the year amount (to \$15,746,50 as against \$18,291,24 for 1904. This is accounted for by the gross rents being about \$8.0 less, and the absence of the item of unclaimed dividends which appeared the previous year, and by the large amount expended on the drainage and other repairs required by the Sanitary Board, whereby, you will observe, the cost of repairs was \$3,700 as against \$2,294. The property is maintained in good condition, and although we had a few more vacancies than for the previous year we see no reason to suppose that our present rent roll should be diminished. I don't think that I can usefully add anything further, but I shall be glad to answer any questions that you may desire to put bearing on the report and accounts.

No questions were asked, and the CHAIRMAN moved, and Mr. CHINOY, seconded the adoption improvement in the delivery of Congou took of the report and accounts. The motion was

> Mr. PETHE. proposed the re-election of Mesers, T. F. Hough and A. Rodger directors.

> Mr. NORTHCOTE seconded the proposition, which was agreed to unanimously. The CHAIRMAN moved, and Mr. SHEPHERD

Arnold as auditor. Carried. The CHAIRMAN—That concludes the business, gentlemen. Dividend warrants will be ready to-morrow morning.

seconded, the re-appointment of Mr. Thomas

THE EQUITABLE LIFE INSURANCE

SOCIETY. The long letter of Mr. Paul Morton, the president of the above society, to the policyholders appearing in our advertisement columns makesreassuring reading to policyholders in this world-famed insurance society. Upon the authority of two firms of chartered accountants of the highest standing policyholders are assured that after an exhaustive examination of the affairs of the Society, and with a conservative revaluation of the assets, there is a surplus over and above all liabilities amounting to gold \$67,142,865. The balance sheet and a brief preliminary report to the president of the society are not forth in the advertisement. criticism to which American assurance companies generally have been exposed, demanded in the interests of poli cyholders the steps taken by the Equitable to restore public confidence, and in the face of so gratifying a report as the two eminent firms of expert accountants have been able to present no doubt need linger in anybody's mind as to the soundness and stability of a company so long and favourably known in all parts of the world. Moreover, not the least satisfactory feature of the president's letter is the declaration of the policy of the new administration which will aim not so much at making the company the biggest but rather the best and safest insurance company in the world. The local agents -re Messrs. Shewan Tomes

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :--has risen in Japan, and fallen quickly over

A depression is moving Eastward in Manoburia. Another low area may be over Central Pressure is highest over the Pacific in the

neighbourhood of the Loochoos. The monsoon is interrupted in the Formosa Channel, where moderate variable breezes may be expected. Moderate to light montoon is indicated over the N. part of the China Sea. Forecast :- Moderate E. or variable winds; cloudy, probably some rain.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Boardwas held on February 6th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present : Dr. W. W. Pearce, M.O.H. Dr. Macfarlane, Lieut.-Col. Josling, Mr. E. A. Hewett, Hon. Mr. A. W. Brewin, Mr. Fung Wa-chun, Mr. Lau Chu-pak, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. F. J. Badeley, and Mr. G. A. Woodcock (secretary).

WELCOME TO NEW MEMBERS. The PRESIDENT said-Gentlemen, before mentioning the business this afternoon I shortd like to say that it is with very much pleasure] extend a welcome to the two new members of the Board-Mr. Henry Humphreys and Mr. Shelton Hooper. I am quite sure their long experience of the Colony will be of value to us in many matters which come before us to 'decide (applause).

KOWLOON ODOUBS. The detailed report by Dr. Macfarlane on the use of nightsoil in gardens at Kowloon was

He said-It was found that nightsoil was being carried out to the gardens from Hunghom and Yaumati. The police were asked to take action and the practice seems to be discontinued for the present.

submitted.

On the whole, the edours do not appear to me to be much abated allowing for the fact that they are always less obvious in the cold than in the hot weather. The Board's instructions direct special attention to the removal of sumps, which August 22nd, 1905, was a wise one, and I should has been done, but in my experience these sumps be sorry to see it reversed. do not smell unless stirred up. The main causes of smell is the morning and afternoon watering with diluted nightsoil and the evaporation which takes place afterwards To stop this it would be necessary entirely suppress the use of nightsoil, but this would throw the gardens out of cultivation and they would then become mosquito awamps. A present the gardene are receiving the nightsoil of a village population estimated roughly at no less than 10,000 persons.

Mr. Lau Chu-pak minuted-The entire stoppage of manuring, I should say, would inflict great hardship on the gardeners, most of whom depend on gardening as the only means to gain their living. It would also compel Hongkong to depend entirely on Canton for the supply of fresh vegetables, which is certainly a retrogressive step. I think some regulations might be drawn up under which manuring wit nightsoil should be allowed.

-Mr. E. A. Hewett wrote-I cannot agree with Mr. Lau Chu-pik. The Board should in no case countenance the use of nightsoil is vegetable gardens. The use of stable manure for the ground should be permitted and necessary the wording of the Ordinance should be altered. Everything possible should be done to encourage the cultivation of vegetables required for the Hongkong market under proper sanitary conditions, rather than that we should have to draw our supplies from Canton, where no Sanitary rules are observed.

Correspondence on the subject was also sub

Mr. A. Shelton Hooper wrote-I am not in favour of stopping or restricting the use of human excreta or urine in Chinese gardens save where such are in the immediate neighbourhood of European dwellings or highways constantly frequented by Europeans. The poorer Chinese do not object to the smell, and the odour of fresh sawage, though offensive, is not dangerous to health. As almost all the vegetables eaten in the Colony come from Canton, where no restrictions of any kind exist, an regulations which are made save on the ground of public nuisance would inflict an unnecessary hardship on the Chinese farmers in British territory. Moreover, I am averse to any course being followed in this connection which will involve an increased charge for inspectors.

The Hon. Director of Public Works wrote-I do not see why gardens here should not be cultivated in the same mannor as gardens in

President. Mr. Lau Chu-pak in an addendum to the minute already written, stated that as a matter of principle manuring with fermented nightsoil and urine should not be stopped, because firstly, that would throw men out of employ. ment and compel the Colony to rely on Canton for its supply of fresh vegetables, In the second place, according to the report of the Medical Officer of Health for Shanghai the gardens going. Then they should be Municipal Council, there was no better way for the disposal of human excreta than returning it to Mother Earth as is done by the Chinese farmors. Fermentation in covered pits regulations at all. The practice of manuring and jars would reduce the offensive smell and with nightsoil could not be stopped, but it was sufficient to kill all the garms. If it were could be regulated. He did not think it was on account of the smell this manuring was sound from a sanitary or an economic point objected to, he would point out that the state of of view to stop the use of nightsoil in affairs in Kowloon, with its sparse population. | this Colony provided they and not allow people could not be worse than in the crowded to create smells in frequented districts. In city of Victoria, where no neans had conclusion, he referred to the common idea that been devised for the inhabitants to dispose The Chinese had boon their urine. condemned as unfit to use any modern conveniences, and what urine was in their houses -and even also in European houses-was all emptied into the drains, that being the only alternative open to them. No wonder in the On the 6th at 12.10 p.m.—The barometer hot season the stench from the drains was unbearable.

The Medical Officer of Health recommended that no action be taken to stop the use of human excrete for manure provided that it be ripered in sumps for three weeks before use.

The President wrote-I don't admit the argument that it is just as difficult to prevent the use of nightsoil as it is to enforce Dr. ripened for at least three weeks in sumps-

Farmers can easily be prosecuted by the police and Sanitary Department working in unison-Fresh urine is non-odourous but formented urine has an offensive smell. The objection to the former is that it may contain the germa of disease in an active form, and the objection to the latter is that its use renders the highways objectionable to passengers. The use of this manure should be prohibited in the immediate neighbourhood of highways, if not entirely. It argued that this prohibition of human excrets in market gardens will throw these gardens out of cultivation. This does not necessarily follow, as a certain amount of animal manure will be available, and, further, the time has probably come when a good deal of this land ought to be thrown out of cultivation owing to the proximity thereto of dwellings in increasing numbers. The argument that the Chinese market gardeners should be allowed to do what they had been accustemed to do for years was not tenable. The Chinese have for many years been accustomed to inoculate for smallpox, but it was illegal in British territory, and one never hears of its being done in any of the territory under the jurisdiction of the Board. I have no fear that the public will be misled as to the safety or otherwise of enting raw vegetables in . this Colony. Everyone knows that the bulk of our vegetables comes from the Canton River district, and averyone should know that to cat raw vegetables which have not been grown under their own personal supervision is au exceedingly risky proceeding. On the whole,

The PRESIDENT said that six months ago a resolution was passed by the Board that the officers be instructed to use their best endeavours to prevent the use of nightsell in Chinese market gardens and to prevent its storage within 50 yards of the highway. As the result of that resolution and its being carried out by the officers certain petitions had been presented to the Board from market gardeners in Kowloon who found that the enforcement of the resolution interfered with their business. Theoreti- public highway or European dwelling. cally, of course, the proper place for the disposal of all excreta was the earth. There were two ways of returning excreta to the orth, the dry method and wet method. Unfortunately the market gardeners at Kowloon adopted the wet method and applied the manure to the leaves of growing plants as a consisting of Mr. Badeley, Mr. Hewitt, and top dressing. The objection to that method Mr. Humphreys, for consideration. was that possibly the germs of disease might adhere to the leaves and communicate disease, There was also the objection that it gave forth offensive smells which were noticeable at certain hours of the day when watering with diluted manure took place. As it was possible to use excrete without causing that nuisance, dwellings. he thought the board might very well insist on market gardeners adopting the dry method of procedure. If that could not be done they might go further and require the excreta to. e taken elsewhere. Dr. PEARGE said there seemed to be some

I am of opinion that the Board's decision of

confusion of thought on the subject. Hell greed that the Board was quite right in putting down objections ble smells in frequented places, but if they were going to prohibit the use of human nightsoil by market gardeners they would do away with a good industry simply because a few people passing into the country were met with objectionable smells. Manure always smelt, and no matter where one went, to the market garden or farm at home, one always smelt manure. They could not grow vegetables without manure and they could not have manure without smell. Any action taken by the Board to stop the use of nightsoil as manure for the growing of vegetables simply because a few people objected to the smell would be absurd. The objection might be that that manure was likely to cause typhoid or cholera or some other disease, but there was no doubt from the bacteriological point of view that the organisms of typhoid or cholers could not live long in sewage. Again, if the gardens were allowed to go out of cultiva-England or elsewhere. I agree with the tion they would become mosquito swamps. It was well known that the red earth of this colony would grow practically nothing, and anything that was grown must be heavily manured. It would be difficult to prevent the Chinese using nightsoil in this way, because they had been accustomed to do but even if they succeeded in stopping the practice gardens would go out of cultivation as there was not sufficient suimal manure to keep no better off if that happened, but rather worse as they would have to rely on Canton for their vogetables and in that place there were no smells caused typhoid, and said there was no scientific evidence for believing that the smell of nightsoil caused typhoid fever.

Mr. Huwitz affirmed that as a Sanitary Board they held no right to countenance the use of human nightsoil in vegetable gardens, and he trusted the majority of the members would endorse his opinion. As to the argument that those gardens would go out of cultivation if they were not allowed to use that manure, it seemed to him that some system ought to be adopted for storing the nightsoil in pits until the manure was ripe. This could be under government supervision. Otherwise there was nothing to prevent the Chinese using unripe manure for Pearce's contention that nightsoil must first be | their vegetables, and he instanced how his cwn

gardeners used nightseil against his expressed injunctions. With an arrangement such as be suggested the manure could be sold or given to the gardeners

The Hon. Mr. BREWIN disagreed with Mr. Hewitt's advice to follow expert opinion, and declared that what they had to do was to balance expert advice against other interests. What they had to do was to say whether the proposal was worth while being carried. Personally, he should say no. What would be the result of carrying out Mr. Howett's suggestion? If Mr. Hewert could not look after his own garden and prevent his servants from using nightsoil, how could they expect their inspectors to supervise square acres of Chinese gardens? He did not see that they were called upon to do anything beyond periodically warning Europeans of the risks attendant on enting raw vegetables and asking the Government to encourage by grants of land people who carry on gardening under conditions which enable vegetables to be eaten raw.

Dr. PEARCE, referring to the minute by Hon Mr. Chatham, that he could not see why gardens here could not be manured as in England, pointed out that human manure was used in England. They knew there were sewage farms there, and he declared that millions of money was lost to England every year by nightsoil being carried out to sea instead of properly treated and used, the result. being that the English people had to buy vegetables from other countries where nightsoil was used as a manure.

Mr. HUMPHREYS agreed with the remarks of Dr. Pearce and Mr. Brewin, and said that if they prohibited the use of nightsoil it would be also necessary to prohibit the importation of vegetables coming from Canton. And to do that the Government would have to make arrangements for our supply of vegetables.

Mr. Shelton Hoofer suggested that regulations be drawn up prohibiting the use of nightsoil within a distance of 100 yards from a

The President considered that Mr. Hewitt's suggestion was a valuable one. It would be quite possible to establish such a depot or depots in the rural district of Kowloon under the control of an officer of the department. He moved that it be referred to a committee

Mr. HEWITT seconded. Only two voting for the proposition and six

against, it was declared lost. Mr. Humpereys moved that no restriction be placed on Chinese market gardens unless they were within 100 yards of European

The PRESIDENT pointed out that the previous resolution must be rescinded before that could

Mr. HUMPHREYS moved, and Mr. Fung WA-CHUN seconded the repeal of the previous resolution, which was carried by five votes to

Mr. HUMPHREYS' original resolution, with the distance altered from 100 yards to 50 yards. was then accepted as the finding of the meeting THE SALE OF DOG AND CAT MEAT.

Respecting an application for a licence to sell cats, dogs, snakes, and deer, etc., at 46, Temple Street North, Yaumati.

Mr. Humphreys minuted—I am opposed to the granting of this application.

Mr. Lau Chu-pak wrote-The sale of dog or cut flesh should be prohibited. Animals suffering from hydrophobia or other diseases may be killed any time and sold. People one day may also wonder where their pets have gone.

Mr. Fung Wa-chun stated-Tho risk would be too great.

The Captain Superintendent of Police racorded - Except as regards venison, this matter does not concern the Board at all, The application was refused.

LIME-WASHING. RETURN.

During the fortnight ended January 30th there had been 4,374 houses lime-washed in the Eastern district, 231 in the Central, and 3,755 in the Western.

There had been II prosecutions, FAT-HOILING SHOPS.

An application was received for the removal of certain fat-boiling establishments at West Point. There being no objection to their transference to Clarence Terrace, the request was granted.

DARING ROBBERY AT CANTON.

THE ATTACK ON DR. BEATTIE. Our Canton correspondent adds that the robbers who bound and threatened Dr. and Mrs. Beattie at Fa-ti on the night of the 2nd inst. had both rifles and revolvers, and were seen in the light of torches carried by themselves to embark in long "dragon" boats. They ransucked the house thoroughly, and got away with at least \$1,000 worth of property. The

merican Consul has the matter in hund

The Nanfangpao is informed that on Jan. 11th, a somewhat serious accident happened to the Ching-Han line. A freight train, consisting of thirteen heavily-laden care, was derailed at Chengchou in the Honna province. Fortunately, no persons were injured, but the damage done to the freight is alleged to have boon very great. The engineer-in-chief in charge of the line, immediately on receipt of the news, sent twelve engineers to the scene of the accident to make the necessary repairs to the derailed train. It is stated that the station-master concerned was dismissed for what appears to be no fault of his, the natives asserting that it was the locomotive driver being asleep at the time of the ascident which caused the disaster,

SUPREME COURT.

Tuesday, February 6th.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS. PIGGOTT (CHIEF JUSTICE) WITH CAPTAIN MORRISON, NAUTICAL ASSESSOR.

His Lordship delivered judgment in the case in which the Yik On Steamship Company sued the owners of the steamship "Kwong Tung' for \$500, for damage caused by a collision between the "Tai On" and the "Kwong Tung. Mr. M. W. Slade, instructed by Mr. Harding (of Messrs, Ewens, Harston and Harding), appeared for plaintiffs, and Mr. E. H. Sharp, K.C., instructed by Mr. H. J. Godge J (of Messrs. Johnson, Stokes and Master), appeared for the defendants.

His Lordship said .- The plaintiffs, owners of the steamship "Tai On," sue the owners of the steamship "Kwong Tung" for damages in respect of a collision between the two vessels in the Canton River, which occurred in the channel south of the Salt Flats, it is alleged through the fault of the "Kwong Tung." The two vessels left Hongkong within an hour of one another on the evening of the 16th May. 1904, and proceeded to Canton, which they were both timed to reach at 6 a.m. on the 17th. The "Tai On," the slower vessel, left first. She was passed by the "Kweng Tung" off Tigor Island and remained astern for sometime, being sighted by persons on the "Kwong when that vessel was up to the Whampon Barrier at about 4 a.m.

evidence of both sides agree on point. By the custom of the port of Canton, ships are not allowed to enter before 6 a.m. and it is also the custom of the port that ships should enter in their berthing order. The berth of the "Kwong Tung " was higher up the river than that of the "Tai On." would, therefore, have precedence in entering the port. Both ships were damaged slightly, but the direct consequence of the collision was hat the "Kwong Ting " ran into and sank "all junk at at chor on the south bank of the annel beside the Salt Commissioner's yamon. using damage to her owners to the extent (\$20,000 This, though irrelevant to the aion, was mentioned at the opening of the co and also the fact that an agreement had by entered into between the owners of the to ships that the owner of the ship found tollame should bear the loss occasioned to th owner of the junk. I regret that the fact, was mentioned, because it, secmed to udicate a desire on the part of the owrs of the steamers -- a most laudable desire as iseems to me-that justice should be done all und. But it is clear that no consideration, of nat I may call rough justice or equity shot appear to influence the conclusion at whit with the most valuable co-operation of the seesor, Captain Morrison, agreed to by botharties, I have arrived. It is the more impeant that I should state this, because haveo deal with a highly artificial rule of procure in the construction of which there i not t much guidance in the books or authori-

the masity of a cross action for damage to the "Kwg Tung" in which the application of this r of procedure might, I think, have been simplthan it is. There is, however, no cross actiomer have the proceedings taken the form an action by the owner of the junk againshe ship owners. Having thus cleared the grad, I proceed to examine the facts and argumts advanced by both sides. Paragraph 12 of t plaintiff's preliminary act alleges in the firsolace that "The 'Tai On' had passed the 'Fong Tung.'" The defendant's first argume deals with this statement; he relies on the n to which I have referred above and which f the present I adopt in the form in which its usually stated-"the Court will never aw a party to contradict his own Preliming Act at the hearing "-and he maintainhat the plaintiff's evidence does not bear out is allegation, that, if he has proved

therefore hatever fault the "Kwong Tung"

may have mmitted in increasing her speed,

ties. must note, too, that such an agreement

as hacen referred to seems to have obviated

But I tak this argument goes too far Elaborate it is, as I understand it, this:-The factiet out in the Preliminary Ac amount to statement that the "Tai On was the ertaking, the "Kwong Tung the overten vessel, and, therefore, athi statement ast be read subject to Article 24 of the Regultons for Preventing Collisions at Sea-in our words that this sentence of Paragraph 2of the Preliminary Act must read: "TeTai On" was past and clear the " Kwong nug." This was supported by a further arguent that breaches of the Regulations must aspecifically stated if not by a reference tellis actual number, at least, by language coresponding to the regulations, and this is superied by the text books But the Assessor has aplained to me tag wide difference. which exists between the work "past" and

used in Artile % means that the evertaking ship has not by passed the overtaken thip but is sufficiently clear to manmuvre with sufety. which she cold not do if she were merely part. I can, there're, not assent to this argument, for if I wer to hold that the word "past" must be read as ast and clear in the sentence I have quot d, it ould be tantamount to holding that an action ould not lie on an allegation that the "TaOn" was past the "Kwong Tung" merely. I think that this action is one for an alleged teach of the Regulations applicable to the fac as set out and I think forther that. thoughhere is no reference to the Regulations by number, there is a sufficient reference to them/in Paragraph 14 of the Preliminary Act/bich, specifying the fault or default attribust to the other ship, says: " Not keeping tothe starboard side of the channel, not keeping ot of the way of the 'Tai On; not slowing den, not stopping or reversing engines when

the term "nst aid clear," the lawer term as

the present, however, it is sufficient to say the Assessor considers that the "Tai On not past and clear of the "Kwong Tung" the evidence, in my opinion, warrants the clusion. This preliminary point disposed hese questions remain to be decided :- Was " Tai On" past the "Kwong Tung," and, if was the "Kwong Tung" in default, and, if default, was her default the cause of, or did it tribute to, the collision? The law applicable he circumstances, as alleged by the plaintiff be derived from the Regulations, is this :-"Tai On," being overtaking ship, was and by the Article 24 to keep out of the way

the "Kwong Tung." the overtaken ship, and

was not relieved of this duty of keeping out

he way or "keeping clear," as it is termed Article 24, by the fact that the "Kwong ing" increased her speed until she was finally at and clear. The "Kwong Tung" on the ther hand was bound by Article 21 to keen course and speed. It is admitted that the Kwong Tung" did increase her speed after was overtaken. It is at this point that the thly technical and arbitrary but salutary rule procedure already referred to applies—"The

fail in spite of the fact that the "Kwong Tung" speed. Whether or not this is the true application of the rule is, as I shall show presently, a difficult question, but it seems to me essential first to ascertain what in fact happened during and the collision. If the "Tai On" did in fact with one exception, be taken as they were ships were right abreast,

that is, after her full speed had taken full of "Kwong Tung." ground under a low head of steam. debatable question is whether she was put to full speed from half speed, as Captain Walker reversing. says, or from slow, as Captain Lawrence says. The time within which she would have gathered full weigh will differ in the two cases, and I must examine the question from both points of view, taking two minutes as the time from slow

to full speed and one minute as the time from half to full speed, noting, however, such variaions as may be necessary owing to the "Kwong Tong's" engineer's statement that the time from half to full may be rather more than one minute. The Assessor considers, after a very careful examination of the chart, the positious. both at the point of overtaking and of collision as given by Captain Walker, to be fairly accurate, this distance being 4,900 feet. shall, however, determine it with greater accuracy. The Assessor is also of opinion that the time of overtaking was 5:22 and the time of

collision 5:28. That is to say, that both ships " ran for six minutes after the "Tai On" overtook the "Kwong Tung" and before the collision occurred. The "Kwong Tung," therefore, ran for five minutes at 72 knots: 3,660 feet, taking the knot as 6,480 feet, and one minute gathering weigh at 61 knots, that is, taking the average between 51 and 71 knots. gives 633 feet-in all 4,293 feet. The "Tail On" ran for six minutes at 64 knots- in all.

feet, so that the difference between these two results, namely, 327 feet, is nearly two because we were "full speed." ship's lengths. If the "Kwong Tang" gathstated, this difference would be only slightly reduced. This calculation is important in the first place, as showing that Captain Lawrence's He says he overtook the " Kwong Tung" at the first on the end of Salt Flats and the point of

tween his two points is 7,393 feet and no calculation on any possible basis of speed justifies it. Moreover, were Lis-points correct the "Tai On" would have been still further behind the by the "Kwong Tung?" We must see, thereanything, is another fact altogether, and that, it be a fau the plaintiff must fall in his action.

> weigh), in all, 1,366 feet. The "Tai On" figures it contradicts the evidence of himself which is impossible. Not only that, but, with

these figures, the "Tai On" at the end of the | these three Chinese spoke truly to what they six m' sutes' run would have been so far behiad -350 feet-that in this case also the collision is no doubt the speed at which the "Kwong Tung" was going when the order full speed ahond was given. As the fact of the collision The Assessor gives her 3 knots if this is true. sions of the two ships, he would have known while the chief officer of the "Kwong Tuog" diger of a collision arose." I shall presently cinto a minute examination of the figures. bow of the "Tai On" overlapped the "Kwong Tung" was aft of his taffrail and that, ten have been below to answer the telegraph. One hearing what has been done by them.

Tung's" quarter at the point of evertaking, minutes after, he heard her coming up, Taking said he went down and came up again to look am only a scholar and my death will not AMMUNITION in Variety. but it seems to have been about 50 feet. The his statement in Parugraph 12 of the Pre- at the collision-a sort of sight-seeing. damaged plate of the "Kwong Tung" was! liminary Act, I was disposed, at first, to think His Lordship-As the law would be the same overtaking as at the point of collision, and these from the figures supported it. But the Assessor applies to the extent that you must prove you last figures bear this out, for at the speeds on reminds me that captains of ships know or passed as alleged. The other point is that there which the calculation is based the two ships had ought to know the regulations by heart and in | are three or four allegations of fact, one of run practically the same distance-3,972 feet such an important matter as passing another ship | which proved material to the collision, whether abundantly clear that the "Kwong Tung" his evidence shows that he meant past, because brings you within the application of that rule.

differ, but there are serious discrepancies on both relative positions of the two ships :-- Lawrence, that, if the "Tai On" was passing, the "Kwong sides in the evidence given in support of the Captain of "Tai On": "Kwong Tung" was "Tung" could not be held to blame in whole or captains' statements. This has necessitated a dead astern, could not tell how far, nor on which part for a breach of Article 21, and the doubt I most minute calculation of speeds and distances | side; her how flagstaff was aft of my taffrail; have in my mind is whether this rule applies in which I now proceed to explain. The speeds | passed her at 5.15; at 5.20; 10 minutes after | the case of failure to proce an immaterial fact. of the two vessels at different times may, heard her coming up her bell rang when the I can find nothing in the decisions bearing on

tain Morrison confirms them. The "Tai On" out of cabin "Kwong I nug" was passing us : 65 knots over the ground. The "Kwong was abreast of our engine-room sky-light; im- the rule apply to the extent of saying that

> 18 feet apart: got shead of her two ship lengths; collision occurred immediately after

Ma Chi, Quartermaster.—We went alread of Kwong Tung " in 12 or 13 minutes (she had | course of the "Tai On" prior to L could not look behind.

On" caught us up at 5.20: it might have been for 2 or 3 minutes till she was abeam : her bow a little forward of our bow; nover forward of | was no "agony," but the reverse. The

Mead, Chief Officer. - Saw "Tai On" abrerat of our funnel: gradually coming ahead till fannels in line; bow abreast of bridge. Half minute | that the "Kwong Tung" was in shoul water after telegraph bow abreast of our funnel. Cordeiro, Engineer.-Came on deck 5, 22;

soon after "full speed"; saw "Tai On" overtaking us slowly: stood a little while, waved to engineer of "Tai On," went below, fernels level. Yeun, Sailor. - When I went to fetch Assistant Pilot, "Tai On" green screen opposite our red screen.

house saw " Tai On's " stem just beyond, our funnel; when I got to wheel-house her stem | that the allegation in the 14th Paragraph of near our red screen.

ored full weight from half to full speed in Ou "approaching : her bows came no further all of his facts, but has, however, proved one,

rather more than one minute, as the engineer | than wheel-house : her bow never level with | that the "Kwong Tung" altered her speed. our bow: So far as the "Tai On" evidence is of the inevitable arguments based on them, concerned that of the pilot may be put on | what occurred, in our opinion, was simply this : point of overtaking and collision are incorrect. one side as imaginary. Bo far as the evidence - The "Tai On" on her normal course overof the "Kwong Tung" is concerned, the took the "Kwong Tung" and nearly passed most serious discrepancy occurs between her. The "Kwong Tung," in order not to be collision is 1,200 feet more to the east than that the statements of Captain Walker and Mr. passed and to get to Canton in her proper given by Captain Walker. The distance be- Lewis, the passenger. The Captain says that berthing order, increased her speed; Neither the "Tai On's bow was a little forward of captain would give way and a race ensued his bow though never forward of that, through the parrow channel where events, in but Mr. Lewis says that the "Tai On's" spite of Captain Walker's opinion that it was bow came no further than the wheelhouse of quite a normal state of affairs, showed that it "Kwong Tung" and the collision could not the "Kwong Tung" and that the bows of the was daugerous for two ships to be alongside have occurred at all. This calculation shows two ships were never level. These two state- going at full speed, the end of the something else to which I will refer presently. ments cannot stand together, and although we race being the collision. It is clear Tong chi temple in Honam. The envelope may not be able to accept Captain Walker's we from these findings that by the breach bore a request that the letter be published; what the position of the two ships was at the certainly reject that of Mr. Lewis. For some of regulations applicable to her in the time of the collision as what occurred during reason or other, the passenger takes too much circumstances, each vessel contributed to the Poon-yu district. During my these six minutes. Did the "Toi On" first pass interest in the case. He could see what the collision. The "Kwong Tung" by increasing have striven to be noble-minded; my age the "Kwong Tung" and was she then overtaken | learned counsel, who was cross-examining him, her speed and committing a breach of Article 21 was "driving at," though why, I am at a loss and so putting herself in a position approximate pui, the representative of the people, has fore, what was the position of the two ships to understand. 'He was merely called de bene to the "Tai On" in a narrow channel where after the first and after the second minute. ese to state what he saw, not to fence for the she must have felt the operation of the suction, It is not necessary to go further, because after counsel, and what he saw was not what Captain and the "Tai On" by not keeping out of the the second minute the "Kwong Tung" had Walker saw, nor is it borne out by any other way of the "Kwong Tung" committed a gathered her full weigh, and being then the evidence. The chief pilot's evidence also dist breach of Article 21 by putting herself in faster ship, the "Tai On." could not have agrees with that of the Captain, though ap- proximity to the "Kwong Tung" in a naroverhauled her. After the first minute's run, parently agrees with that of the passenger, row channel where she must have felt the the "Kwong Tung" had covered 633 feet, But, on a little closer analysis, I think operation of the suction. Before, however, the "'Cai On" 661 feet. After the second his evidence is more in accord with what judgment can be given on these findings, there minute's run the "Kwong Tung" had covered the sailor Yuon and the assistant pilot said, are points of law to be decided and facts to be 633 plus 733 feet (or rather less if she When Yuen went to fetch the assistant pilot, gone into in order to see whether it is necessary took more than one minute to gather her full he says "the 'Tai On' green screen was to consider these questions. I don't think we opposite our red screen" and when the assistant bave heard enough from either side on these in the same time had covered 661 plus 661 pilot, after he had been fetched, got to the points to warrant my giving judgment without foot, in all, 1,322 feet. Given these speeds, wheelhouse "the 'Tai On's stem was near further argument. It would not be right to it is clear that the "Tai On" could not have our red screen." Now, clearly, what these two express an opinion on them without further guined more than 41 feet which, giving men saw happened after the "Kwong Tung" consideration, unless, indeed, the parties, in view her 50 feet overlap at the moment had gathered full weigh, and when the "Tai of the agreement which they have entered into, of overtaking, would not put her anywhere On was falling back, and this is really the are willing to accept judgment irrespective near where she alleges she was. It effect of what the chief pilot says, "The Tri of these points. As this is essentially a queswould only bring her bow about up On's stem was up to our wheel-house" when he tion of seamanship, and of great importance to the funnel of the "Kwong Tung," but she went out to look, but he adds she got no further to mavigation in the Canton River, I have never could have passed her. But the extra- allead "because we were full speed." The requested the Assessor to deal with it. ordinary part of this calculation is that though | chief pilot ought to know what he is talking | Captain Morrison-In this case there it is Lased entirely on Captain Walker's own about. He must know that what he says is meaningless unless the "Kwong Tung" had gathered | corroborate the captains' evidence. It is and his witnesses. He admits that the "Tai her full weigh when he went out to look. On's" bow was a little forward of his own bow, Therefore, when he went out to look the "Tai |

On" must have begun to full back. I think | be there to command the ship, and there should

calculation is based are right. We can now minutes having occurred between the over- keeping clear. Surely, my Lord, a serious from the bottom of my heart, and hope the 72 General Post Office and opposite to the Side examine the different positions of the two ships and the collision. This minute analysis question will arise on that, because if the guilds' members will carefully peruse same. taking and the collision. This minute analysis question will arise on that, because if the guilds' members will carefully peruse same. taking and the collision. This minute analysis question will arise on that, because if the guilds' members will carefully peruse same. (Signed.) A scholar residing on the eastern of the first and after the second minute. The "Kwong Tung" after the first minute had unreliable, and I, therefore, adopt the position of the "Tai On" would have gone clear. That is side of the river."

Act." The application of the rule is said to be | run 520 feet. The "Tai On" had run 661 feet, | the ships as shown by the figures. I now come ! this:--Unless the "Tai On" can prove that she gaining 141 feet. After the second minute the to the point of law. The "Tai On" alleges that had in fact passed the "Kwong Tung" she must Kwong Tung" had run 1,040 feet and the she had passed the "Kwong Tung." We have "Tai On" 1,322 feet, thus gaining 282 feet, found as a fact that she had not passed but that herself violated Article 21 by increasing her which is 100 feet more than her length. But, she was only passing Does he, therefore, fall and this is the crux of the calculation, the "Tai within the application of the rule that the On," in order to get past the " Kwong Tung," plaintiff may not contradict his Preliminary would have to run first the length of the Act? As to this, I have the greatest doubt "Kwong Tung" minus the overlap, that is, 200 and for this reason. I have stated the law the time which clapsed between the overtaking feet minus 50 feet, 150 feet plus her own length, applicable to the circumstances as alleged by 180 feet -in all, 330 feet. The position, there- plaintiff and as derived from the regulations pass the "Kwong Tung," then it will be unnecess- fore, of the two ships at the end of the second but, under the circumstances of this collision, the ary to consider the legal question. If she did minute was that the "Tai On's "bow would have necessity of the "Tai On" showing that she was not, then this question becomes of paramount been 132 feet ahead of the bow of the "Kwong past and clear not being in issue, it is immaterial importance. As was very frankly admitted by Tung," that is, 48 feet short of actual passing. whether the "Tai On" was past the "Kwong the learned counsel for the plaintiff, the evidence After that time she began to draw astern. The Tung" or not, for precisely the same law, as I is conflicting. It is indeed conflicting. I hinted Assessor has checked and agrees with these have stated it, would apply to both ships. If the during the trial that it might be possible that calculations. Before, however, finally adopting "Tai On" were only passing the "Kwong the Court would believe neither of the stories them, it is necessary to see how far they agree Tung," her duty would still have been to keep of the two captains and this is proved to be a er conflict with the evidence. I have, out of the way, and the duty would still have fact, for, as I shall show presently, not only does | therefore, extracted from the statements of the remained with the "Kwong Tung" not to elter the evidence of the captains of the two ships witnesses on both sides what they say as to the her course or speed. It cannot be contended this point. There is also another point of law. given in evidence, as the experience of Cap- Stainfield, Chief Engineer.-When I came The Tai On " makes four distinct allegations. was going all through the material time at her stem amidships of our funnel; her engineer for her to prove one? In other words, does

Must she prove all of them, or is it sufficient Tung's" half speed is 54 knots. After the possible for our bow to be amidships of "Kwong a plaintiff must prove all his facts as alleged in "Kwong Tung" had gathered her full weigh, "I'mg"; our bow quarter ship's longth ahead his Preliminary Act, or is it sufficient for him effect, she was going at 73 knots over the Sing, Pilot .- Passed "Kwong Trug "at 5.15; the collision? Before stating finally the course definite findings on other points raised. The Asse ser is of opinion, as a seaman, and I, as a judge, entirely concur, that the

just passed the Barrier-after 5): 8 or 10 overtaking, as traced by Captain Walker, minutes after she went ahead of us; can't my is wholly imaginary and that at the how far "Tui On" passed "Kwong Tung," as I moment of overtaking there was no danger of collision, and, therefore, that the reference to Walter, Captain of "Kwang Tung" "Tai | those cases which take account of what has been termed "the agony of the moment" are irrea dittle later. After "full speed" she drew up | levant. Captain. Walker's own statements to questions which I put to him show that there

Assessor is turther of opinion that the "Kweng Tung" did not during the material time starbeard her helm; also that the fact in the channel has no material bearing on the collision. With regard to the "Tai On," he is of opinion that she was sufficiently close to the "Kwong Tung" to feel the effect of suction, and that she did veer under the influence of the "Kwong Tang's" propellers and the counteracting effect of her own rudder; and, last, that the cause of the "Kwong Tung" swinging Pui Ki, Assistant Pilot.-Going to wheel- to port was first the blow on her quarter and afterwards the effect of the ebb tide. I take it the Preliminary Act that the "Kwong Chi. Chief Pilot.-After "full speed" went Tung" did not keep to the starboard side 3,966 feet. The length of the 'Tai On' is 180 out of wheel-house to see: "Tai On's" stem was of the channel means what is stated in up to wheel-house, but got no further ahead Paragraph 4 of the Petition that she sturboarded her belm and endeavoured to cross ahead Lowis, Passenger (de bene esse) .- Saw "Toi of the "Tai On." The plaintiff has not proved

Shorn of all irrelevant and untrue facts, and

not enough reliable evidence on either side to

extremely bad that the master of any ship should have to keep watch; the captain should

LONG. HING & CO..

1MPORTERS OF HIGH CLASS CAMERAS, NO. 17, QUEEN'S ROAD. N. & G. SPECIAL B. 1 PLATE CAMERA, Fitted with ZEISS "PROTAR", Lens, Yellow Screen, and Lenther Case \$300.00 N. & G. "NYDIA" POCKET CAMERA, & PLATE, Fitted with ROSS ROSS FOCAL PLANE CAMERA 1 PLATE, with 3 Dark Slides and Leather Case 140.00 No. 3A. FOLDING POCKET KODAK, with B. & L. PLASTIGMAT Lone 150.00 , GOERZ Lens 140.00 SCREEN FOCUS CARTRIDGE 3A. FOLDING POCKET ...

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PER CASE 12 BOTTLES 24.1 BOTTLES SOLE AGENTS:

H. PRICE & CO.,

WINE MERCHANTS,

12. QUEEN'S ROAD CENTRAL.

very material point, and can the "Tai On" be held to blame? She was evidently put into the position she was in by the wrongful act of THE ROBINSON the " Kwong Tung.

His Lordship-You will find that point shadowed in my judgment. I shall have no obi tion to it being argued because it certainly prises, but I think it arises in connection with the first point. All the way through I have had that report in mind, Adjourned sine die.

> THE CANTON-HANKOW RAILWAY.

DISAFFECTION OF CANTONESE CONTINUES. [F om our Canton Com ...mdent.]

A WELL-HATED VICEROY. Ex-Viceroy Hin Ying kwai, on behalf of the Kwangtung gentry, has addressed another telegram to Vicercy Yuan Shik-kai, denouncing Vicercy Shum as" pertinacious and tyrannical, treating the laws with contempt, and embroiling the people. The whole province is "bubbling" with revolt, which sucourages bandits and robbers. A rising of ten thousand angry people is possible, and other provinces may be involved in such a calamity. "The foreign merchants on the Shameen have already requested their

respective Government to send gunboats and soldiers to protect them. The foreign ladius have already fied from Canton for safety. All MAXIMUM Canton is shaking. Every day that Vicercy Shum is allowed to remain, the situation will grow worse." The message here went on to ask the powerful Viceroy to petition for the

removal of Vicercy Shum. AN EXTRAORDINARY LETTER. The A-chow-sun-po, a local paper, publishes the following extraordinary anonymous letter addressed to its office and found in the Hoi-Government not to increase taxation. cannot suppress my excited feelings and sympathies with the people. My intention was to proceed to the Viceroy's yamen to protest and if not successful to sacrifice my life. After a second consideration I came to ask myself, what means must I adopt to gain my ends? have no power or influence and there is no opportunity I could take advantage I have cherished ideas in my bosom, but cannot carry them out. I have, therefore, decided to jump into the Chu-Kung River and die, so that the public may know that there are eminent scholars in Kwangtung who are not afraid of death, and Vicercy Shum may repent perhaps, and will change his policy, and not treat with contempt the gentry and merchants of the province. The Vicercy does not know how much pains the merchants and gentry took to bring about the redemption of the Canton-Hankow Railway. We asked to redeem it; it is only proper that we should control its construction. It funds are required, they must be raised with the consent of all the merchants. Contrary to our

of tyrannical measures to enforce taxation. When the general public's feelings were excited he had the audacity to arrest a high official under wrongful accusation, without imperial permissaw, but we have to ascertain what they did not there is only one officer on board, and I believe sion, and has treated the laws with contempt. THE HONGKONG STEAM WATELhave said, one figure in this calculation which is open to revious criticism and the models show | charges, and one should be on the watch at all feet Chan Mong-tsang, Deputy Chu Cho-yam, WATER to the Shipping, both for Deck and that, if the funnels were in line, as he says, the times. Had there been an officer and the the Poon Yu magistrate Chai Wai-tung, while Boilers. "Tal On's" bow could not be abreast of the captain on the bridges of the vessels in this they are cunning foxes they have tried to bebridge. It would have been practically level case, we should have got a great deal more have like tigers, trusting to the Viceroy's powers with the "Kwong Tung's" bow. A skilled evidence than we have. The passenger who and tyrannizing the people. They did not stop to Walker's figure of speed, we must try Captain witness has no right to come into this court gave evidence may have been on board or he consider whether the affair was a crocked or a Lawrence's statement as to the "Kwong and make such loose statements. If he had may not; he may have appeared at the moment straight one, nor did they take into consideration may not; he may have appeared at the moment Tung's" speed. He says she was going slow. given the slightest consideration to the dimen- of the collision and imagined all these things, the peoples' feelings. They took this opportunity Further, her own engineer give her 2 minutes that what he said was calculated to mislead the only came out to get coffee in a casual sort of minds must be base and their hearts corrupted for gathering full weigh from slow to full Court and it was not until the models were manner. Another thing I should like to and vile, and nothing can be worse than these speed. We have, therefore, this result :- The supplied that I could test the accuracy of his mention is that we get evidence from engineers. people. Still more contemptible is Win Tsung-"Kwong Tung" would have run 4 minutes at statement. The evidence of the engineers of What were they doing on deck when you, who is cold-blooded and has lost all con-71 knots-2,932 feet—and 2 minutes at an the two ships does not carry us much further. they ought to have been down in science. He has been enticing people to run average speed between 3 and 71 knots, i.e., 2 It simply amounts to this, that at some time the engine room? It appears to me in the tiger's den so that they may be devoured. minutes at 51 knots-1,040 feet-in all, 3.972 or other they were level and exchanged that there is great slackness of discipline He has been bullying his brothers of his own feet. The "Tai On," as we have seen, had run greetings. The evidence of the captain of the on these ships. Both engineers got in province. These five people will cause all and KYNOCK'S SPORTING this:—We do not know exactly how far the insists that the bow flagstaff of the "Kwong they went on deck to look round; they ought to to see their hair stand on their heads on and NEWCASTLE CHILLED SHOT in

expectations, the Vicercy desires to make use

friends who regard money as a thing of no about 40 feet forward of her stern post, so that that he had used the word "past" in a loose whether the "Tai On" had passed or was importance, but they and their numerous the relative position of the two ships was to all conversational way and as meaning "passing," passing, and whether it is the rule that you acquaintances are willing to sacrifice their passing, and whether it is the rule that you acquaintances are willing to sacrifice their passing, and whether it is the rule that you acquaintances are willing to sacrifice their passing, and whether it is the rule that you acquaintances are willing to sacrifice their passing, and whether it is the rule that you acquaintances are willing to sacrifice their passing, and whether it is the rule that you acquaintances are willing to sacrifice their passing, and whether it is the rule that you acquaintances are willing to sacrifice their passing, and that the evidence which has been derived may not contradict your Preliminary Act, it type of men; their bravery and experience is above mine a thousandfold. When they will learn that I died for the cause of and 3.966 feet respectively. It is, therefore, they cannot use loose phraseology. Moreover, the fact that you have not proved the others the people they will come forward with was not going at half speed when she was over- he added "I did not know on which side of me Mr. Slade—Is there not another point which not do anything more after my death, but I taken, but at 3 knots, that is, slow, as Captain the "Kwong Tung" was." The evidence of arises on your Lordship's findings? Your hope the gentry and merchants will adhere to Lawrence alleges; and it is also abundantly clear Ma Chi, the quartermaster, though it speaks of Lordship found that the collision was caused by their determination to uphold the peoples' that not only is the 3 knots right, but that all the "Tai On" passing the "Kwong Tung," is the "Kwong Tung" increasing her speed, interests and oppose taxation. Then my death the other speeds and positions on which the confused as to the time, as he talks of twelve and also caused by the "Tai On" not will be a peaceful one. I am revealing this

PIANO CO. LD.

APOLLO PIANOPLAYER

> MUSICAL TRIUMPH. You should hear it.

RECITALS DAILY. NEW

MODEL PIANOS BY THE MOST NOTED EUROPEAN MAKERS.

"OWN MAKE" IN SOLID TEAK. EMBODYING THE

MINIMUM OF COST WITH THE OF EXCELLENCE \$375 AND UPWARDS.

VICTOR TALKING' MACHINES.

WITH TAPERING ARMS. _ Your humble servant is a native of the LATEST OPERAS & SONGS.

Hongkong, 1st January, 1905. TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED TYPEWRITING WORK UNDER-**TAKEN.** Charges moderate.

F. A. V. RIBEIRO (late of the Hongkong Typewriting Bureau) 34, Queen's Road Central (Second Floor). Hongkong, 25th October, 1905.

EO. FENWICK & CO., LD., Engineers &c., are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCHAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 36; approximate area 43,000

For further particulars apply to the Company. Hongkong, 12th July, 1905.

PURE FRESH WATER.

captain, but his own evidence, I am sorry to say, currying 1.000 passengers should have two calamity on the people. With regard to the Pre- ANY QUANTITY of PURE FRESH

J. W. KEW, Manager. Hotel Mansions, 3rd Floor, Hongkong, 8th August, 1905.

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-FORE ALWAYS FRESH

LEY'S, SCHULTZE'S, AMBERITE 3,966 feet. The importance of these figures is "Tai On" is not much more reliable. He the box and gave evidence to the effect that Cantonese people who have any blood in them CARTRIDGES 8, 10, 12, 13, and 20 BORE the box and gave evidence to the effect that Cantonese people who have any blood in them CARTRIDGES 8, 10, 12, 13, and 20 BORE WM. SCHMIDT & CO. Hongkong, 28th November, 1902.

> DR. NEWELL WILSON, DENTIST

Latest American Methods. Reasonable Fees. No charge for examinations. Office hours 9 A.M. to 5 P.M. No. 2, PEDDER STREET (next to the Hongkong, July 5th, 1905.

THE MANAGER. Orders for catra sopies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address: PHESS. Codes: A.B.C., 5th Ed. P.O. Ba, 33. Telephone No. 12

NEW ADVERTISEMENTS

RACE HOLIDAYS.

THE EXCHANGE BANKS will be L CLOSED for the Transaction of Public Business at 11.45 A.M. on MONDAY, TUES-DAY and WEDNESDAY, the 12th, 13th and 14th instant. Hongkong, 7th February, 1906, . 374

BOARD AND RESIDENCE.

ENTLEMAN may have BOARD and Members' Tickets after WEDNESDAY, 7th TENDER" on the outside. RESIDENCE with a Private Family instant. in a House on the Upper Levels. Ten.is

Apply-Care of " Daily Press" Office. Hongkong, 7th February, 1906. TO LET-FURNISHED.

ROM beginning of April the 6-Roomed House, Peak No. 149. For Particulars apply to-

Care of " Daily Press " Office. . Hongkong, 7th February, 1906.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. FILE Company's Steamship

"HAICHING." Captain A. E. Hodgins, will be despatched for the above Perts TO-MORROW, the 8th inst., at 1 P.M. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers: Hongkong, 6th February, 1905,

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

HIE Steamship "BENLARIG."

Captain Wallace, will be despatched as above o or about the 23rd inst. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Hongkong, 6th February, 1906. NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO AND LONDON. THE Steamship

"GLENLOGAN," having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their Goods are being landed AT THEIR BISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Optional goods will be carried on unless

instructions are given to the contrary before 4 P.M. TO-DAY. Goods not cleared by the 13th inst. will be

subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within

ten days after the steamer's arrival. No claims will be recognized if not presented within 14 days of the ship's arrival. McGREGOR BROS. & GOW. Hongkong, 6th February, 1906.

NAVIGAZIONE GENERALE **ITALIANA**

(Florio and Rubattino United Companies). NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. HE Steamship

"CAPRI." having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowleon Wharf and Godown Company, Ld., whence delivery may be obtained. Perishable Goods to be taken SAILORS and SOLD'ERS in uniform Half Price delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised. No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the 13th instant will be subject to rent. CARLOWITZ & CO., Agents.

Hongkong, 6th February, 1906.

TO BE SOLD AT MACAO, VILLA BRANCA.

and Naturalist, Mr. Gomes DA SILVA. with all its surroundings, delightfully situated TRADE MARKS of the following TRADE on the Southern Slope of S. Jameario Mountain | MARK :and facing the South-west. Buyers may apply. to His Lordship the JUDGE of MACAO. AND ALSO the MINERALOGICAL, with the word Alva printed on the scroll. BOTANICAL and ZOOLOGICAL COL-LECTIONS of the same Physician and

Naturalist. Macao, February 5th, 1906.

FOR SALE.

TANDSOME GELDING BLACK (Australian) Acolimatised. Exceptionally fast trotter. Carriage or Saddle Hack. Can be seen at Kennedy's Horse Repository. kong. Offers to-

Care of "Daily Press" Office. Hongkong, 1st February, 1906.

INTIMATIONS.

HONGKONG JOCKEY CLUB. RACE MEETING, 1906.

MONDAY, TUESDAY, WEDNESDAY AND SATURDAY (OFF-DAY). 12th, 13th, 14th and 17th FEBRUARY.

FICKETS of ADMISSION to the

GRAND STAND and ENCLOSURE may be obtained from Messrs. KHLLY & VALSH, LTD., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate. T. F. HOUGH. Clerk of the Course.

Hongkong, 6th February, 1906. HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LAUIES at the GRAND STAND and ENCLOSURE during the Races on the 12th, 13th, 14th and 17th

A Stand and an Enclosure will be reserved Tickets for which will be sent out with the

All Tickets must be produced to gain

Special accommodation will be reserved for Chinese Ladies and their Female Attendants in the Stand ercoted on the plot of Ground next to the Lusitano Club Stand. T. F. HOUGH.

Clerk of the Course. Heagkong, 6th February, 1906.

HONGKONG JOCKEY CLUB.

O SERVANTS will be allowed inside the ENCLOSURE of the BACECOURSE during the Race Days WITHOUT TICKETS which can be had on application to the Undersigned between WEDNESDAY, 7th and MONDAY, 12th inst.

T. F. HOUGH, Clerk of the Course. Hongkong, 6th February, 906

NUTICE.

THE ONLY EDITION of RACE BOOKS and PROGRAMMES authorised by the Stewards of the Jockey Club are those printed by Messrs. NORONHA & Co. T. F. HOUGH.

Clerk of the Course. Hongkong, 5th February, 1996. A SELECT DAY SCHOOL.

THREE University Trained Foreign Teachers and Capable Chinese Teachers. Careful supervision and individual attention assured. Both ENGLISH and CHINESE taught. Special attention given to Conversational English. Only a limited number can be admitted, School Opens February 19th. Write for catalogue or apply at once to

F. O. LEISER, Head Master, Chinese Y.M.C.A. 26, Des Vœux Road, Central Hongkong, 6th February, 1906.

LOST. GOLD BRACELET set with small Diamonds. Finder will be rewarded on returning same to "CROWSNEST." Barker Road, or to 27, Des Voeux Road Central. Hongkong, 5th February, 1906.

THE CHINA FIRE INSURANCE CO., LIMITED.

FROM this date, and during the Absence of Mr. Gro. L. TOMLIN from the of MR. GEO. L. TOMLIN from the Colony, Mr. C. PEMBERTON has been Appointed ACTING SECRETARY to the

A. G. WOOD. Chairman.

Hongkong, 31st January, 1906. THEATRE ROYAL, CITY HALL.

HUNGKONG A MATEUR DRAMATIO CLUB

"PRINCESS TOTO,"

A Comic Opera in Three Acts,

W. S. GILBERT, Will be Produced on

THURSDAY, ... 15TH FEB., 1906 FRIDAY, 1678 SATURDAY, 17TH MONDAY, ... 19TH TUESDAY, 29TH WEDNESDAY ... 21st

PRICES \$3, \$2 and \$1. to Pit Pit Stalls. Doors Open at 60 P.M. Performance at

Booking Office at Robinson Piano Co., the 9th February, 1906, at 2.30 P.M., at their Open on and after F 1CIDAY, the 9th February, from 10 A.M. to 4.30 P.M. each day. M. S. NORTHCOTE,

Business Manager. Hongkong, 3rd February, 1906. THE TRADE MARKS ORDINANCE

NOTICE IS JEREBY GIVEN that. Messrs. JORGE and COMPANY. of No. 5, Zetland Street, Victoria, Hongkong, Merchants and Commission Agents, have on the THE RESIDENCE of the late Physician | 8th day of September, 1905, applied for the registration in Hongkong in the Register of

> The distinctive device of the sun rising on the horizon with a scroll on the rays of the Sun Below, the waves are representations of coins. The whole is surrounded by a floral border in the name of JORGE & COMPANY, who claim to be the sole proprietors thereof.

The TRADE MARK is intended to be used by the Applicants forthwith in respect of the following goods:-WOOLLEN AND WORSTED AND HAIR GOODS in class 35. A Facsimile of the TRADE MARK can be seen

at the Office of the Colonial Secretary of Hong-Dated the 6th day of December 1905. F. X. D'ALMADA E CASTRO, Solicitor for the Applicants.

INTIMATIONS

WAR DEPARTMENT CONTRACTS.

FETENDERS will be received at the HEAD QUARTER OFFICE. Fletcher Street. antil 12 o'clock Noon, on FRIDAY, 16th February, 1906, for the undermentioned SUPPLIES AND SERVICES, for the period of 12 Months from 1st April, 1906 :-

1. Meat. 2. Hospital Supplies and Medical Comforts. 3. General Supplies and Provisions. 4. Oil, Wick, and Barrack Supplies. 5. Cosl, Coke, Wood and Charcoal.

6. Barrack Services and Scavenging. 7. Washing. 8. Transport Services (Supply of Launches Junks, Coolies, &c.).

9. Forage. Forms of Tender and any particulars can be obtained on application to this Office, personally or by letter, addressed to the OFFICER COM-MANDING ABMY SERVICE CORPS, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up and signed, and dated, and no tender will be noticed unless delivered upon the proper form at the for Members and Members' Wives and Families, Head Quarter Office by 12 o'clock Noon on the above date, in a closed envelope marked

The right to reject any or all Tenders is Head Quarters Office. Hongkong, 2nd February, 1906.

PISTOLS. CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSSEN & CO. Hongkong, 3rd October, 1905. A. LING & CO., FURNITURE STORE. PLATED GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW

Hongkone. 21st September, 1903. [2355] DR. M. H. CHAUN,

LAUQUERED WARE.

68. QUEEN'S ROAD CENTRAL.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 37, DES VOUE ROAD CENTRAL. From the University of Pennsylvania, U.S.A.

Hongkong, 4th September, 1905. DUINART PERE & FILS, REIMS.

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Hangkong, 17th May, 1905. ON SALE

TOOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong 17th July, 1905.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction. TO-DAY (WEDNESDAY),

TO-MORROW (THURSDAY), the 7th and 8th February, 1906, commencing each day at 2.30 r.m. sharp, at "Sr. Andrews," Barker Road, The Peak, THE WHOLE OF THE

VALUABLE HOUSEHOLD FURNITURE. Therein contained comprising :-MAPLES and MARINBURK'S MANU-BECHSTEIN PIANO. TRO-PLATE, SMALL QUANTITY of September 30th, 1905. HOUSE and TABLE LINEN, CARPETS, FITTINGS, CHAIRS, JINRICKSHAS, G \$416,160,500.10 as shown by the Balance

CAMERA COMPLETE, One TELESCOPE | Sheet. on STAND, GARDEN HOSE and ROL-LER, GARDEN SEATS, CROQUET and BOWLS (new), FOWLS, and a large Assortment of PALMS, FERNS, ORCHIDS, and other PLANTS.

The downstairs Furniture and part of the Plants will be sold on Wednesday and the Bedroom Furniture and remainder of the Plants on Thursday. On View-Monday and Tuesday, the 5th and

6th February. Catalogues will be issued. TERMS :-- As usual. For further particulars, apply to HUGHES & HOUGH,

Auctioneers. Hongkong, 25th January, 1906. PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On FRIDAY.

SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A FINE COLLECTION OF OLD PEKIN CURIOS,

Comprising: BURNERS, OLD BRONZES, SILK EM- high, and in shares of certain financial institu-BROIDERIES. TEA CUPS, SNUFF tions which were carried at market prices based BOTTLES. PALACE and TEMPLE on transactions which were deemed by the ac-HANGINGS, KAKEMONOS, &c., &c., &c. Catalogues will be issued.

TERMS:—As usual. HUGHES & HOUGH. Auctioneers. Hongkong, 5th February, 1906.



PUBLIC AUCTION. THE Undersigned have received instructions to sell by Public Auction,

On TUESDAY. the 13th February, 1906, at 10.30 A.M., at their | Directors and with very meagre bookkeeping SALES ROOMS, No. 8, Des Voux Road (Corner of Ice House Street). Five Cases RIFLES and EXPLOSIVES.

application at the Government Gunpowder loss to the Society. Depôt, Green Island. TERMS :-- As usual. HUGHES & HOUGH.

Hongkong, 6th February, 1906.

Government Auctioneers.

COMPANY PUBLIC

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

LETTER TO POLICYHOLDERS FROM THE PRESIDENT.

NEW YORK, December 14th, 1905. TO THE POLICYHOLDERS: I had hoped to make some statement to you before this, but I have believed it was best to wait until I could give you a final conclusion in regard to the financial condition of the Society based on full investigation. This explains the delay in communicating with you. On June 9th last, under the condition that should have full power as to men and methods, and with no pledges of any kind to

and at once assumed the active management of the Society's effairs. Soon after I was elected PRESIDENT of the SOCIETY and the Office of Chairman was

any one, I was elected by the Directors of

the Society as CHAIRMAN of the BOARD,

abolished. One of the first acts of my administration was the employment of Messra, Price, Waterhouse & Company, chartered accountants of Great Britain and New York, and Messra. Haskins & Sells, certified public accountants of New York, to investigate the affairs of the AUTOMATIU MAUSER Society, under directions to render complete and exhaustive reports on the following sub-

1. The Society's annual expenses, including legal expenses, advertising expenses, agency

expenses, and cost of securing business. 2. The real estate investments of the Company, including in the case of each parcel the value at which it is carried upon the books o the Society: the income which it yields; and the fair valuation of the property, whether above or below the value at which it is carried upon the books of the Society. (If necessary, real estate experts may be employed in as certaining the value and income of the real estate, subject, of course, to my approval as to men and terms).

3 The other investments of the Society: their character; and the circumstances under which they have been made. 4. The Society's surplus and the manner in

which it is carried upon the books of the 5. The methods of keeping the Society's accounts, and the respects in which its account-

ing may be improved. 6. The relations between the Society and the trust companies, banks, safe deposit companies, and other institutions with which the Society is affiliated by ownership of considerable amount of stock or otherwise (In the case of every corporation in which the Society has a dominant or important interest, or with which the Society has special relations, the ownership of stock other than that owned by the Society should be ascertained so far as practi-

7. The subjects covered by the report of the Intestigatin, Committee of which Mr. Frick was Chairman should be fully investigated. 8. When the report of the New York-Superintendent of Insurance has been made that report should be carefully studied and every matter covered by it or by the recommendations of the Commissioner should be carefully exam-

investigation was agreed upon with these accountants, and I doubt if any American insurance company ever before had such an exhaustive examination. It has taken a large force of men five months to ascertain the exact financial status of the

Society, now fully exposed by the balance sheet

Subsequently a still more elaborate plan of

transmitted with the following note and raproduced on pages 6 and 7. New York, November 25th, 1905. Mr. PAUL MORTON, President, The Equitable Life Assurance Society of the United States, 120, Broadway, New York. DEAR SIR: -The exhaustive examination which we have made of the affairs of the Equit-

States is so far completed, that we are now able to furnish you with a Balance Sheet showing BEDS. CURTAINS, OUTLERY, ELEC. | the true Financial Position of the Society on The Assets of the Society as claimed were all 2 MOSQUITO HOUSE FRAMES, GAS found to be on hand, and amounted in value to

able Life Assurance Society of the United

The Surplus over and above all Liabilities amounted to G \$67.142.865.42. A conservative revaluation of the Assets. including a re-appraisal of all the real estate owned by the Society or covered by mortgages held by the Society, has resulted in a reduction in certain of the values adopted in the Society's last Annual Report, principally in Real Estate and in Stocks of certain financial institutions.

Yours very truly, (Signed) PRICE, WATERHOUSE & Co., Chartered Accountants. by A. Lowes Dickison, F.C.A., C.P.A. HASKINS & SELLS.

Certified Public Accountants, by ELIJAH W. SELLS, C.P.A. You will be gratified to learn: (4) That all the assets claimed by the Society are on hand, are of a high grade, and are conservatively worth G \$416,166,500.10. (2) That; over and above all liabilities, the

surplus is G \$67,142,865.42, about seven eighths of which is a fund for division among existing deferred dividend policies at the end of their accumulation periods. (3) That the reduction in the book value of our assets and surplus is caused by a revaluation on a conservative basis, and in no way reduces

the income of the Society. The decrease in the value of assets is chiefly VASES, WALL PLATES, INCENSE in real estate which was carried at prices too above balance sheet is correct and is properly

> RETRENCHMENT Economies amounting to G \$600,009.00 a year have already been introduced, which if capitalized on a four per cent, basis would be equivalent to an additional investment of over G \$15,000,000. This more than covers the marking down of ussets. I expect to institute still further economies of a radical character.

RESTITUTION. Under the past management transactions from the Hon. THE HARBOUR MASTER, involving the expenditure of large sums of money have been carried through frequestly without any proper authority of the Board of records, so that it has been difficult in many instauces to secure explanation of certain trensactions which have taken place during the last N.B.—Inspecting Orders can be had on ten years, some of which involve a financial

The liabilities disavowed by the Society, and the amounts restored to the Society approximate G\$1,000,000, and legal proceedings bave been instituted for the recovery of considerable additional sums.

PUBLIC COMPANIES

ANNUAL AUDIT. It will be the policy of the new administration of the Society to insist on an independent au lit of its acco his as to its fiscal condition, once each year; the result of which will be published.

NOMINATI N OF DIRECTORS. Under the change in ownership of a majority of the stock, the shares were at once put in trust and Directors are now nominated by the trustees -Hon. Grover Cleveland, Justice Morgan J. O'Brien, and Mr. George Westinghouse. Thirteen Directors are chosen annually, and the Trustees will each year offer an opportunity to tae policyholders to express their preferences in respect of the choice of Directors.

POLITICAL CONTRIBUTIONS. It will be the policy of the Society hereafter not to make contributions to political campaigns. It is my opinion that we have no right to use the funds of the Society for any such purpose.

RUAL ESTATE MORTGAGES, In the last ten years this Society has loaned over G. \$120,00 ,000 on real estate mortgages, mostly in large cities. Only in six of the General Managers, at 12,30 P.M. on these cases has it had to take property under THURSDAY, 15th February, to receive a force caure and in these six instances the property was sold so as to not a profit. It will continue to be the policy of the Society to make investments of this description.

COST OF INSURANCE. The very essence of life insurance is safety and this can be secured only by reasonable

A great many Equitable policyholders are doubtless asking themselves the question whether it will pay them to continue their policies. To such I wish to say most emphatically that my investigation of the offairs of the Society has convinced me that there is no cheaper way for the policyholders of the Equitable to have sound life insurance than by retaining their policies. As I have pointed out, the surplus of over G. \$67,000,000, are safely invested upon a basis which returns an excellent rate of interest upon the revised valuations and I expect in due time to accomplish such economies that the cost of administration and securing new business will be reduced to the lowest possible basis consistent with safety and efficiency. I, accordingly, believe that by continuing your policies in the Figuitable you wil receive life insurance at the lowest cost consistent with safety.

I therefore advise you to continue to pay your premiums; to allow your policies to lapse will be doing yourselves injustice. Your contracts with this Society are as safe and sound as anything earthly can bo. Where lapses have already occurred the agents of the Society will cheerfully assist in restoring policies.

EXTRAORDINARY EXPENSES IN 1905. I congratulate you and all policyholders in solvent concerns on the reformatory results o the agitation of the past year. This Society alone bus undergone four saparate investigations pince January 1st. The extraordinary legal and other expense entailed thereby is amply compensated for by the enforced restitutions and checked waste herein above referred to and by the final assurance you now have of the. wealth and solvency of your Society. I am convinced that this and other investigations and the resulting stimulation of discussion have attracted public attention to the impregnable strength of established concerns like the Equitable more effectually than could have been done by any other means. While these lavestigations may have been destructive individual repudations, the udility of life insurance has been more fully demonstrated than ever before. There will be no effort by the new administration to have the digged company in the world the effort will be to make it the best and safest. Conservative lines will be followed. It will be the policy not to solicit or secure new business at the expense of the present policyholders, and in case it is determined that business in any section of the world is unprofitable, that field will be

Over 98 per cent, of our death claims are settled within 24 hours after proof of death FITHE SEVENTEENTH RDINARY is received, and since January 1st, 1935. through all of the agitation concerning life insurance, this Society alone has paid out in death claims and benefits of other kinds over G. \$116,799 every working day. Assuring you that it will be my constant

endeavour to conduct the affairs of this Society

in a manner that will merit your hearty approbation, I am.

Very truly yours, PAUL MORTON, President BALANCE SHEET. September 30th, 1905.

AFRETS Secured Loans113,776,006.04 Bonds, Stocks and other Securities 235,538,062.00 Cash in Banks and Trust Companies deposited with Foreign

Governments and in transit ... 20,727,986.01 Premiums in course of Collection 5,895,442.64 Agents' balances 7,664,640.76 Interest and rentals due 4,014,092.68 Total assets ... G.\$416, 166,500.10

LIABILITIES

General Insurance Reserve; net present value of all out tanding polices computed with 4.03 and 35 per cent. interest.342,802,061.00 Current Liabilities : Death claims, endowments, annuities and 2,556,794.81 dividends due and unpaid....... Commissions and Current Ex-2,195,414,10 penses

Premiums, interest, &c,, received

in advance

Carifel Stock Total liabilities.....349,023,634.68 Surplus 67,142,865,42

1,399,364,68

100,000.00

416,166,500,10 We hereby certify that in our opinion the drawn up so as to show the true financial position of the Society at September 30th, 1905. (Signed) PRICE, WATERMOUSE & Co.

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

(Signed) HASKINS and SELLS.

THE SEVENTY NINTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, HOTEL MANSIONS, on THURSDAY, the 15th FEBRUARY, at 11 A.M., for the purpose of Receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing Auditors.

will be CLOSED from the 2nd to the 15th February, both days inclusive. By Order of the Board of Directors.

The TRANSFER BOOKS of the Company

Secretary. Hongkong, 25th January, 1906.

PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Offices of the Company, Alexandra Buildings, Des Voeux Road, Central, on SATURDAY, 10th FEBRUARY, 1906, at Noon, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1905. The Transfer Books of the Company will be closed from 3rd to 12th February, 1906, both

days inclusive. J. D. HUMPHREYS & SON, General Managers. Hongkong, 30th January, 1906. HONGKONG ICE COMPANY, LTD.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Offices of Statement of the Company's Accounts to 31st December, 1905, and the Report of the General

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 15th February, both days inclusive. JARDINE, MATHESON & CO.

General Managers. Hongkong, 30th January, 1906. CHINA TRADERS INSURANCE COMPANY, LIMITED.

TATOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Registered Offices of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on FRIDAY, t SIXTEENTH day of FEBRUARY, 1906, & 12 Noon, for the purpose of considering and thought fit passing the subjoined speal Resolutions. Should the said Resolutions be passed by the required majority, they wilbe submitted for confirmation as Special Redutions to a Second Extraordinary Geral Meeting which will be subsequently conved-Dated the 25th January, 1906.

By Order of the Board, JAMES WHITTAL, Secretary. RESOLUTIONS

(1). That the Articles of Association the

Company be altered in the fowing manner:-The following Article shall sab stituted for Article 130, name: 130. The Board, through its Secrety, shall make Yearly Statements of the counts of the Company from the laday of January to the 31st day of Deceber, in each and every year, which shalle duly andited and presented to the Sheholders, at each of the Ordinary Meetin of the Company, together with a Reps on the

general position of the Company 2). That the Board, through its coretary, shall make a Statement of the counts of the Company as from the 1st & of May, 1905, to the 31st day of Deceier, 1905 which shall be duly audited an presented

to the Shareholders at the new Ordinary Meeting of the Company to beild during 1906 and that, inasmuch as t' Accounts of the Company have already in sudited and presented to the Sharehers to the 30th April, 1905, no furth or other Statements of the Accounts the Company for the year 1905, shalle called for by or presented to the Sheholders in respect of Article 130 w this day substituted.

GREEN ISLAND CEMENCO., LD. ANNUAL MEETING Shareholders in the Company will be held inte OFFICE of the General Managers, St. Gere's Building,

Victoria, on SATURDAY, 21 FEBRUARY, 1906, at 11 30 A.M. for the purp of receiving a Statement of Accounts and tifteport of the General Managers for the ye ending 31st December, 1905, declaring aDividend and electing Consulting Committeed Auditors. The TRANSFER BOOKS: the Company will be CLOSED from TUEDAY, the 20th February, until SATURDY, the 24th

February, both days inclusive. SHEWAN, TOES & CO., General Inagers. Hongkong, 6th February, 1/6. HONGKONG & SHANGHI BANKING

CORPORATIO. TATOFICE IS HEREBY-IVEN that the MEETING of the Sharesiders in this Corporation will be held at the City Hall Hongkong, on SATURDAI the 24th day of February, 1956, at Noon, for the purpose of receiving the Report of the Cart of Director together with a Statement of Locounts to 31st December, 1905.

By Order of the Court t Directors. J. R. V. SMITH. Cief Manager. Hongkong, 2nd February, 133. HONGKONG & SHANGHA BANKIN CORPORATION

TOTICE IS HEREBY GIVEN that b REGISTER of SHAES of B Corporation will be CLOSED from SATU-DAY, the 10th, to the 24th day t Februs (both days inclusive), during which periodo Transfer of Shares can be registered By Order of the Court of Directes. J. R. M. SMCH.

Chief Maage Hongkong, 2nd February, 1906. HONGKONG AND WHAMPOA DK COMPANY, LIMITED.

THE ORDINARY YEARLY MEE'G of Shareholders will be held the OFFICES of the COMPANY. Q's Buildings, New Prays, on MONDA 10 26th FEBRUARY, 1906, at 12 o'clock b for the purpose of receiving the Report to Directors and the Statement of Accounts to

NOTICE TO SHAREHOLDER

31st December, 1905. The TRANSFER BOOKS of the Com will be CLOSED from the 12th to the February, both days inclusive. By Order of the Board of Directors,

Hongkong, 1st February, 1906. LESSONS IN FRENCH.

THOS. I. ROSK.

TEW and easy method of learning Fre in a few months, mainly by converse by a Frenchman. Terms very moderate. Also Lessons in English by an English L

Ctre of Office of this Pap Hongkong, 16th August, 1905.

TO LET. TIWO ROOMS on the Ground Floor of the annoz, from 1st September next, suitable for Offices. For particulars apply to the

undersigned. C. H. GRACE, Secretary. Hongkong, 1st June, 1905.

JO. 1, RIPON TERRACE. No. 5, CLIFTON GARDENS, Conduit

TO LET.

Road. No. 6, CLIFTON GARDENS. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS; PRAYA EAST.

A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ld. HOUSES in MORETON THERACE.

Apply to THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 13th January, 1966.

TO LET.

THILE First-floor of YORK BUILDINGS For Offices. Apply-

KELLY & WALSH, LD. Hongkong, 4th September, 1905. TO LET.

NTO. 5. "FAIRVIEW" Robinson Road, Semi-detached Kowloon. Moderate rental. Apply to-

HUMPHREYS' ESTATE & FINANCE CO., LD. B Hongkong, 29th December, 1905,

TO LET. CODOWN. No. 3, NEW PRAYA, Kennedy Town.

Apply to-HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 1905.

TO LET.

TO. 74, CAINE ROAD. No. 2, MACDONNELL ROAD.

COMPRADORE'S DEPARTMENT Nippon Yusan Kaisha. Hongkong, 3rd June, 1905. TO LET.

TIWO LARGE OFFICES on the First Floor of No. 34, Queen's Read Central, opposite the Post Office. Possession on or after the 10th December, 1905.

Apply to-WONG CHEE SANG, Care of YRE SANG FAT & Co. Hongkong, 30th November, 1905.

TO LET.

HAIVE ROOMS on Second Floor, 19, Queen's Road Central, over Messrs. Gregor & Co.'s premises, at present occupied by Messra Dartly & Co.

Apply to-KELLY & WALSH, LD. Hongkong, 20th December, 1905.

TO LET. THOUSES IN AUSTIN AVENUE, KOWloon. Rental \$50 a month and taxes.

Apply to-HUMPHREYS ESTATE & FINANCE Co., LD.

Hongkong, 12st October, 1905. TO LET.

LOUSE, No. 5, ROSE TERRACE, Robinson Road, Kowleon. Immediate possession. HOUSE, No. 2, ROSE TERRACE, Robinson Road, Kowloon, Possession from lat March, 1906. Apply to-

THE COMPRADORE, Mesara. BARRETTO & Co. Hongkong, 2nd February, 1908

TO LET. EVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases. CHUNG BUUN KOO. Apply to-

First Floor, No. 10, Queen's Road Central Hongkong, 19th July, 1905. TO LET. AT "HOTEL MANSIONS." WO ROOMS, on 1st Floor, suitable for

Apply to-HUMPHREYS ESTATE & FINANCE CO., LD. Agonts.

Hongkong, 31st January, 1906. TO LET.

TEW "KINGSCLERE" with Stables entrances in both Kennedy and Mac-Donnell Roads. For full particulars, apply to-

LINSTEAD & DAVIS, Alexandra Buildings, 3rd Floor. Hongkong, 17th February, 1905. TO LET.

TO. 1, DES VŒUX VILLAS, Peak.

Nos. 5,6 & 21, BELILIOS TERRACE. No. 2, DES VŒUX VILIAS, PEAK. No. 2. COLLEGE GARDENS. No. 4. ALBANY. "EARNSFOOT," 3), Robinson Road.

Furnished for 6 mouths. With Electric Light and Fan. "BROCKHURST," PRIK, from 1st March,

24. BELILIOS TERRACE, Corner House. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, Low rental. 2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory Ac., with use of Electric Lift. Well suited for

Apply to-LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings. Honglong, 7th February, 1906.

TO LET

TO LET.

PARROW TERRACE, (Kowloom) Nos. 1, 2, 4, 5, 6, 7 and 8. SEYMOUR ROAD LOWER, Nos. 27 431. CAINE ROAD, No. 57. STONEHAVEN, Robinson Road, No. 35. TANG YUEN, Medonnell Road, No. 18 ICE HOUSE STREET, No. 6 (lat & top

Floors, 4 Rooms each floor). WAN CHAI ROAD, No. 94 (a Spacious PRAYA EAST, No. 9A, (Godown).

Apply to-SAM WANG CO., LD., 81, Queen's Road Central. Hongkong, 6th February, 1906.

TO LET. NO. 15, KNUTSFORD TERRACE KOWLOON.

Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 2nd December, 1905.

TO LET.

T QUEEN'S BUILDINGS, the Offices (Ground Floor) lately occupied by Hamburg-Amerika Linie.

Apply to-SIEMSSEN & CO. Hongkong, 39th January, 1906.

TO LET.

CUITABLE for Office, ONE ROOM in Princo's Buildings.

Apply to-LAUTS, WEGENER & CO. Hongkong, 4th March, 1905.

TO LET.

FINWO GODOWNS, at East Point, close to the Water, suitable for the Storage of Floor Area, 6,100 square feet each.

Apply to-JARDINE, MATHESON & CO., Hongkong, 20th January, 1906. TO LET.

FITWO FURNISHED ROOMS, with Bathrooms attached. Board optional. Healthy locality. For Terms, apply to—
"Z.Y.X.,"

Care of "Daily Press" Office. Hongkong, 5th February, 1906.

TO LET.

SPACIOUS GODOWN. Central position. Apply to-

X, X. X., Care of "Daily Press" Office. Hongkong, 22nd December, 1905.

HONGKONG BUSINESS DIRECTORY.

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IRON MERCHANIS.

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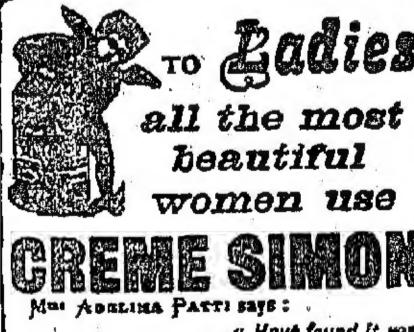
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KWONG BANG & CO., Shipohandlers Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers Tools, Metal, Iron and Steel Merchants 57 58 & 59, Counnaght Road, New Praya Central.



a Have found it very a good indeed ». POUDRE SIMON

SHVON Erama Simon J. SIMON,

PARFUMS Wiolette - Mcliotrope PARI8 Chemists, Hairdressers, Parlumers and Steres. the property of the second section of the section of

NOTICE TO KOWLOON RESIDENTS

XTRA COPIES of Daily Press are on sale drily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL. Hongkong, 22nd December, 1903,

POLICE COURT.

Tuesday, February 5th.

BEFORE MR. F. A. HAZBLAND (FIRST POLICE MAGISTRATE). ABBENT WITHOUT LEAVE. Captalo F. Xavier, a ticket inspector employed

by the Star Ferry Company, summoned Ho Kun-cheeng, a seaman, for absenting himself from duty on 16th January. Defendant admitted the charge and was fined \$15 or one month's hard labour. THE TAIPO MURDER, Three men belonging to the Kwai Sin district named Chan Kam, coolie, Wong Sing, tailor,

murder of Chus Beng-sang, Chief Excise Officer at Taipe, on Saturday morning. They werd formally remanded till Friday. AIDING STOWAWAYS. A native fireman on board the Tsinan was

charged with aiding and abetting three Chinese to stow away on the vessel from Hougkong to Australia. Mr. Gedge, from the office of Messra. Johnson, Stokes and Master, proscouted. Charles Lindburgh, Master, stated that on arrival at Sydney harbour he found three

Chiuamen on the saloon deck. They were ou board without permission. The first stowaway said he arranged with the defendant to go on board the ship. The latter fed him, and allowed him to sleep in his quarters

Corroborative evidence was given. Defendant's story was that when he found the stowsways he was going to drive them out, but the carpenter interfered and said he would obtain permission for them to remain. The engineer refused this permission and he drove them out.

Mr. Gedge said if these men had been found in Australia and traced to the ship, the owners would have liable to a penalty of £100 per head. Sentence of nine months' imprisonment with hard labour was passed.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

A DISOBEDIENT BAILOR. The master of the s.s. African Monarch Happy Valley were :summoned Samuel Warner, one of his seamen, for disobedience on board ship while in the waters of the Colony.

The master stated that defendant, who had been engaged as ordinary seaman on the understanding that he would give a hand in the stokehold when required, refused to assist trimmers in the stokehold. Defendant said he did not refuse to do the

work but was unable to do so as he was weak. Sentence of three weeks' hard labour was A JEALOUS HUSBAND. Pestora · Estaban, a Filipino, charged with stabbing his wife with a pen knife and inflicting

Jealousy was imputed as the motive for the deed. PROSPECTS OF CHINESE TRADE.

wounds on her head, arm and chest, was found

guilty and souteneed to fifteen days' hard labour.

Consul Anderson, of Amoy, reporting on the trade of China, polats out the probability of its increase and hints at the prospects of American merchants and manufacturers participating therein. The report follows:

American business men caunot reason as to the future trade of China by its past trade. Nor, indeed, can they reason easily as to its present actual trade possibilities by its present exports and imports. The total of exports and imports does not measure the total trade of the empire any more than similar figures as to the imports and exports of the United States represent the real trade of that nation. The vast bulk of the Chinese trade is with the Chinese in the same manner that the vast bulk of American trade is with Americans. The foreign commerce of China is much smaller in proportion to the total trade of the empire than is the case with almost any other nation. For centuries b-fore China was opened to foreign trade the nation lived, thrived, and produced, traded, and grew wealthy. Gradually foreign influence has been felt. The course of Chinese trade for the past hundred years or more has been visibly influenced by the fact that the Chinese found they could sell some of t eir products abroad. In the past third of a century the nation has found that, it can sell other products than silk and ten to the foreigner, and it has now a lot g list of important exports. And just as soon as Chena found that it could sell goods it found that it was advantageous to buy foreign goods. Thus the imports have

constantly increased. amount. The Chinese use cotton for many purposes almost unknown in the United States Such is the trade that the manufacturers and producers of the United States are now face to face with an economic position second to no nation, and have natural location and advantages, as far as Chiau is concerned, second only

In the fiscal year ending June 30, 1904, China bought goods from the United States to the value of \$12,862,202. In the year 1904 China. exported raw cotton to the value of \$17,368.116, which is greater by a third in value than its total imports from the United States. American exports to China for the year 1904 were about one-tenth of 1 percent, of China's total imports. The total export and import trade of the United States in 1994 was \$2,451,959,163. With a population of 80,000,000 in round numbers this is a per capita foreign trade of about \$31. The total exports and imports of China durin g the same year were \$408,482,403 which, with a population of over 400,000,000, gives a per capita foreign trade of about \$1. When, therefore, the per cipita of foreign trade in China becomes one-fifth of that of the United States the foreign trade of China will equal that of its American neighbour.

In reviewing the exports of China, with which the empire pays for imports which the foreign nations are so anxious to sell it, the American business men will be impressed with the situation of tea. The earliest traditions of Chinese trade generally have been centered about tea and silk. Yet in these days of immense tea consumption, and when American communication with the Orient is comparatively rapid and frequent, we have the spectacle of a fall of tes exports from 58 per cent. of China's. total experts in 1864 to 12 1-2 per cent. of its total exports in 1904. In the ten years from 1895 to 1904 the lost in the trade was from total exports of 248,757,300 pounds in the former

year to 193,499,900 pounds in the latter year. And this immense loss has taken place in spite of the immensely increased use of tea in the

world at large. Hongkong, now the great distributing centre for all of south-eastern Asia, is the disturbing factor in the Chinese trade statistic. Into this mart the goods of all nations are poured, nor is there in Hongkong that proper check upon the business of each nation concerned that gods with a tariff system. Into Hongkong as a distributing centre, and on the other hand into the city as a shipping centre, pass goods for and from China to the amount of \$159,560,118 out of a total of \$408,482,403 for all China. Outside of Hongkong, Japan leads the list of nations doing business with China, the Japan-ese exports and imports amounting in 1904 to-\$61,705,639. In this total for Japan is includand Ho Wong, coolie, were charged with the ed exports to and imports from Formosa, which murder of Chus Beng-sang, Chief Excise Officer are considerable. It is probable that considerable American and other foreign goods are sold to China by Japan and go in the total of Japanese trade. Next in this list of countries outside of Hougkong comes Great Britain, with imports and exports of \$50,743,643.

Then comes the United States with \$39,338,244

total imports and exports, largely goods going to the United States. India has a trade with China of \$24,224,545. The contingent of Europe of Russia has a total trade of \$17,617,833. Russia has less than \$5, 0,000, and the greater portion of this is Chinese exports. All these nations send goods to Hongkong. Unquestionably, however, Great Britain not only sends more goods than any other nation, but she sends a larger reportion to Hongkong than to China proper. Indian trade is British trade. The dominance of British shipping is overwhelming. While, therefore, there may be many questions as to details in the course of trade in China, there are a number of very patent and impressive facts which may be stated without question. And it is these salient features of foreign trade in China which the American people at the present time must learn and whose force they must appreciate. - American Asiatic.

RACING NEWS.

The times of yesterday's gallops at the Rover (c.) (Alderton up), 3m., 36, 1.09 2-5,

Haleyou Days and Promised Land (i), 1m., 36 3.5, 1.11 4.5, 1.46 2.5. Forward and Nugget (o.), 1m., 33 4.5, 1.10, Drogheda, 14m., and Donnybrook, 1m., (i),

last im. taken, 391, 1.18. Norman King (i), 4m., 30. Skirl and Velocity (i), am, 32, 1.06, 1.41 Velocity 1 sec. behind. Mongolian Chief (o.), 1m., 36, 1.16, 1.56;

White Blaze, 13m. (c.), 41, 1.19 3-5, 1.58 2-5, 2,37, 3,14, 3,45 3,5, Sirocco, Im , last & taken, 36, 1.10. Joviel Monk and Zapeter (i.), 2m., 32, 1.05,

2-5, 1,44 4-5. Blue Nile (c.), Im., last am, 341, 1.09. Ca Cauny (a), 3m., ("boy" up), 37 3.5, 1.12 Pilot and Itising Sun (i.), Im., 35 4.5, 1.10, .44 3-5, 2,23. Rising Sun 2 sees, behind.

Soup Meat (i.), \$m, 40 2.5, 1.18, 1.53 2-5. Rosthern, 13m., (i.), 40, 1.18, 1.54, 2.284, 3.02, Kamloops, Im., last | taken, 1.38 2-5. Eagle, 3m., (i.), 342, 1.10, 1.45, Lyddite (c.), 1m, 39, 1,16 3-5, 1,53, 2,30,

Highland Star and Highland Chiel, 1m., Gold King (in blanket), (o), two quarters, 29 2-5; second round 33 2-5. Maori King (o.), 1m., 30 4.5.

New Boy (c.), 13m., 45, 1.29, 2.08, 2.49, 3.26, 3,58 3-5, 4 32 4-5. Zanzibar and Old Boy (e), 1m., 38 2-5, 1.08, 1.44, 2.20; Old Boy two seconds behind. Speculation (o.), 11in., ?, 35, 1.10 3-5, 1.45,

Gaberlunzie and Peebles, 14m., 2, 2, 2, 37 2-5, Czardas, 1½m. (i.), 40, 1.15, 1.48 3-5, 2.22 1-5, Diadem and Sundial, 11m., 39, 1.14, 1.46, 2 21

Arab Chief and Korean Chief, 1m. 36 3-5,

1.11 3-5, 1 47, 2,10 1-5.

THE STRAITS DOLLAR:

GOVERNMENT PRONOUNCEMENT.

TWENTY-EIGHT PENCE TO THE DOLLAR. The Singapore Free Press o January 29th says :- The Governor, speaking in Council, at The present trade of the United States with the close of proceedings made a few remarks, China is almost infinitesimal compared with the | in the course of which he said that he thought stupendous total trade and trade possibilities. It was incumbent on him to satisfy the legiti-Last year the United States shipped to China | mate curiosity of the public id regard to exabout \$15,000,000 of cotton products, a record | change. The developments of the situation of above the average. The total imports of cotton late had altered the position and following to products in China last year were \$86,585,313. representations, home they had come to the It is probable that the total cotton consumption | conclusion that the rate should be 2/4 to the cannot be much less than \$1,000,000,000 dolpr. This might be higher than many hel annually. Two dollars and a half gold for the hoped, but with the condition of the tin merket average person in the empire will make the and the influx of capital for rubber, etc., the price might even have been driven much higher and it was deemed best to settle at this figure. The journal quoted makes no comment in

The first essential for the preservation of the teeth is to keep them clean.

Carbolic

} makes the use of your } { complete and satisfactory, because it perfects the cleansing, and also supplies . the necessary antiseptic properties. H is thoroughly pleasant to use, too, and leaves a clean refreshing tnote in the mouth.

F. G. CALVERY & Co., Manchester, Pag. Calvert's Prickly-heat Soap

is delightful for both and toilet use, and being antiseptic, alleviates the annoyance of prickly heat or other akin britation.

WILL BUY A CASE OF

GREGOR & CO.'S

IMPERIAL HIGHLAND WHISKY

GREGOR & CO.,

FLOOR. ROAD CENTRAL,

[38-1]

"BILLIARDS"

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as new,

> (Freight on a case of Cushions to Bombay, Rs. 4/- only.) BEST AFRICAN IVORY BILLIARD BALLS. THOROUGHLY SEASONED.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE-LARGEST STOCK OF-BILLIARD TABLES, ACCESSORIES AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Offices of this paper.

ROBERTS & CO., LD.,

BILLIARD TABLE MAKERS AND IVORY TURNERS, BOMBAY.

Hongkong, 6th April, 1904.

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GRIMAULT. C° Medicinal Skin Soap



Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

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THE NEW FRENCH REMEDY TRADE and successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Johert, Velpeau

medicine of the kind, and surpasses everything hitherto THERAPION NO. 1 markably shortlime, often a few they andy, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, brouchitis, asthma, and

irritation of the lower bowel, cough, brouchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION NO. 2 for implies blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION NO. 3 persons exhaustion, impained vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in

distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated. THERAPION is sold by the pro-cipal Chemists and Merchants throughout the world. Price in England 2/9 & Merchants throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers in required, and observe above Trade Mark, which is a facsimile of word "Therapion" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and mithout which it is a forgery. Sold by Principal Chemists. [228]

THE UMRIVALLED KILLER. KEATING'S POWDER. PATAL TO IMBROT LIFE.

Harmless to Everything Else.

Sold in Tins and Bottles only.

Be quite sure you get KEATINGS.



fleas, beetles, bugs, flies.

DOCKYARD BISHI MITSU AND ENGINE WORKS, NAGASAKI.

A.1, A.B.C., and Engineeving Code Used NEW DOCK NOW OPEN. DOCK No. 3. Extreme Length 722 feet. Length on Blocks

Width of Entrance on Botton . 884 .. Water on Blocks at Spring The 341 DOCK No. 1. Extreme Length ... 523 feet. Length on Blocks Width of Entrance on Top ... 88 .. Width of Entrance on Bottom...

DOCK No. 2. Extreme Length 371 feet. Width of Entrance on Bottom ... 53 Water on Blocks at Spring Tide 22 ...

PATENT SLIP. Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with L LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL

A LARGE STOCK of MATERIAL is

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) epecially built for SALVAGE PURPOSES equipped with necessary gear, always ready Sherf Notice.

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CRYSTALATE AND BONZOLINE BALLS ALL SIZES.

for there is nothing like

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CODE WORD: "DO'K." Width of Entrance on Top ... 964

always kept on hand.

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VESSELS ADVERTISED AS LOADING

K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with be number denoting the section. 3. From Blake Pier to Naval Yard. 4 From Naval Yard to East Point. 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier.

I (ii) DOMING and Conference
General.—Carlowitz & Co.
CHUNSANO, British str., 1,417, R. Cox, 5th
On the state of the Break-t-land and the state of the sta
FebKuchinotzu Bist January, Coal
Lardina Matheson & Co.
CROWN OF CASTILE, British str., 2,828, M. S.
Smith, 6th Feb. Newcastle (N.S. W.) 15th
Jan Cool - Gilman & Co.
There Evers American schr. 7.0, Eyres, 6th
Feb. Penrith (Wash.) via Mrana 21th
Ion Gameral - Master.

SHIPPING.

ARRIVALS. CAPRI, Italian str., 2,117, Giuseppe Belsite, 6h

Feb.-Bombay and Singapore 30th Jan.,

GLENLOGAN, British str., 2,740, J. McGregor, 6th Feb. Londen 20th Dec. and Singapore 31st Jan., General, - McGregor Bros. & Gow. ITHARA, German steamer, 5th February, from Canton Koonshing, British steamer, 6th February,

from Canton. KWARGIFE, Chinese str., 1,468, R. Tircoln, 6th Feb. - Shanghai 3rd Feb., Ge wal .-

Chinese. KWONGSANG, British str., 1,428, W. P. Baker, -6th Feb -Shanghai 3rd Feb, General -Jardine; Matheson & Co. LyDL', German steamer, 6th February, from

Canton. TARTAR, British str., 2,768, W. Davison, R.N.R., 6th Fob - Vancouver 8th Jan., General .-C. P. R. Co.

YUNNAN, British steamer, 6th February, from ZAFIRO, British str., 1.618, R. Rodger, 5th February, - Manila 3rd February, General. -Shewan, Tomes & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. February 6th.

David Evans, American ch., for Port Townsend, Chunsany, British str., for Canton. Knowingsi, British str., for Shanghai. Kwongsung, British str., for Canton. India, German str., for Chinking. Pelcus, British str., for Shanghai. Yunnan, British str., for Hoilo.

DEPARTURES.

6th February. ANNA, Norwegian str., for Saigon. BECHUANA, British str., for London. TRISGAVIA, German str., for Singapore. CALEDONIEN, French str., for Europe. COURTFIELD, British str., for Kohe. FOORMANG, British str., for Calcutta. GREGORY APCAR, British str., for Calcutta. HAIMUN. British str., for Swatow. HANOI, French str., for Haiphong. HELENE MENZELL, Ger. str., for Maulmein. HSINCHANG, Chinese str., for Shanghai. JACOB DIEDERICHSEN, Ger. str., for Hollow. JOHANNE, German str., for Haiphong. KAIFONG, British str., for Iloile. KNIVSBERG, German str., for Saigon. PRINZ SIGISMUND, German str., for Australia. TAMING, British str., for Manila. YEDDO, British str., for Shanghai.

SHIPPING REPORTS. The British str. Kwangsang reports: Moderate monsoon, fine and clear.

The British str. Chiencang reports: Strong gale off south coast of Japan, wind hanling from B.W to N.W. Off China coast experienced moderate monsoon and sos, clear weather throughout.

VESSELS IN DOCK.

February 6th. ABERDREN DOCKS.—Cape Corrientes. . BOWLOON DOORS .- Frithjof. Ratherine Park. Nanshan, Sancheong, M. Struve, Elizabeth Rickniers, Quinta, Hongkong, Ithaka, Tholma, U.S.A.T. Seward. COSMOPOLITAN DOCK .- Honom, Chihli,

VESSELS ON THE BERTH

FOR SHANGHAI AND CHINKIANG. (Taking Cargo at Through Rates to TSINGTAU and Chemulio.)

FITHE Steamship

"ITHAKA," Captain Eckhorn, will be despatched for the above Ports TO-MORROW, the 8th inst, at 4 P.M. For Freight, apply to

SIEMSSEN & CO.. Hongkong, 5th February, 1906.

HAVRE AND HAMBURG, VIA SINGAPORE, PENANG, COLOMBO. PORT SAID AND NAPLES,

FILE Steamship

"RHENANIA," Captain Förek, will be despatched for the above Ports on FRIDAY, 9th inst., at NOON. The steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardesses.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 6th February, 1966.

COMPANY, LIMITED. FOR AMOY, STRAITS AND RANGOON. TENIE Company's Steamship

"ZIBENGHLA," Captain F. W. Packham, will be despatched as above on SUNDAY, 11th inst., at DAYLIGHT. For Freight or Passage, apply to JARDINE, MATHESON & CO.,

Agents. Hongkong, 1st February, 1906.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA. PORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA. also VENICE and TRIESTE, all MEDITER-RANEAN. ADBIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PRHSIAN GULF and BAGDAD, also BARCELONA. VALENZA, ALICANTE, ALMERIA and

MALAGA.) THE Steamship

"CAPRI." Captain Belsite, will be despatched as above OH WEDNESDAY, the 14th inst., at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight

and Passage, apply to CARLOWITZ & CO.,

Hongkong, 20th December, 1905. Hongkong, 31st January, 1906.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked

DESTINATION	VESSEL'S NAMES	PLAG & RIG	BERTH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED
Daniel Control	ARCADIA	Brit. str		W. W. Cooke, R.N.R.	P. & O. S. N. Co	
LONDON, &C., VIA USUAL PORTS OF CALL	JAPAN	Brit. str	,,	E. P. Martin, B.N.B	P. & O. S. N. Co	About 14th inst.
LONDON & ANTWERP VIA SINGAPORE, &C		D 14		J. McGillivray	McGregor Bros. & Gow	About 22nd inst.
LONDON & ANTWERP	T1	17 *4 . 4	1 1	Wallace	GIBB, LIVINGSTON & Co	About 23rd inst.
LONDON & ANTWERP AMSTERDAM, LONDON & ANTWERP		W 1 .			BUTTERFIELD & SWIRE	On 13th inst. On 27th inst.
AMSTERDAM, LONDON & ANTWERP	SAINT BEDE	D 71 1	1 m.		BUTTERFIELD & SWIRE	
AMSTERDAM, LONDON & ANTWERP		TD144	1 m.		BUTTERFIELD & SWILE	
AMSTERDAM, LONDON & ANTWERP	ALCINOUS	Brit. str			BUTTERFIELD & SWIRE	
AMSTERDAM, LONDON & ANTWERP	DIOMED	1 74	_		BUTTERFIELD & SWIRE	
AMSTERDAM, LONDON & ANTWERP	TEENKAI	Britistr	3	*** **********************************	THE SECOND	1
MARSEILLES, HAVRE, ANTWERP (DIRECT)	KOUANG SI			Barillon	The same state of the same sta	
MARSEILLES, &c., VIA PORTS OF CAIL	SALAZIE			Ailland	11 /4	
BREMEN, VIA PORTS OF CALL	PREUSSEN	1 4		R. Mover	T WATER	On 27th inst.
LAMBURG	LIBERIA			Förek	TOTAL	On 9th inst., at Noon.
HAVRE & HAMBURG YIA STRAITS, &c	RHENANIA	14.9		Millor	Teams Teams	. On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &C	BPEZIA	Ger, str		Ehlers	HAMBURG-AMERIKA LINIE	On 7th Mar.
HAVRE & HAMBURG VIA STRAITS, &c	SAMBIA		k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 21st Mar.
HAVRE & HAMBURG VIA STRAITS, &c	BANONIA	O	-	Bahle	HAMBURG-AMERIKA LINIE	On 4th April.
HAVRE & HAMBURG VIA STRAITS, &c	SILESIA			Colledani	SANDER. WIELER & CO.,	On 5th Mar.
TRIESTE, &c., VIA SINGAPORE, &c.	AUSTRIA	C 24 -4-			BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	PELEUS				BUTTERFIELD & SWIRE	On 20th Mar.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str	1 m.		BUTTERFIELD & SWIRE	On 20th April. About 15th inst.
GENOA, MARSEILLES & LIVERPOOL	ST. GEORGE	Dait of		****** **************** *****	DODWELL & Co., LD.	
NEW YORK VIA PORTS & SUEZ CANAL VANCOUVER VIA SHANGHAI JAPAN, &c.,	EMPRESS OF IND		2 m.	****** *****************	CANADIAN PACIFIC R. Co	On 21st inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.,		T 4	1 m.		1 40 10 11 40 11 11 11 11 11	
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES		1 -	J. Alwen	10 The second of the Control of	
VICTORIA (B.C.) SEATTLE, &c. VIA JAPA	N YANGTSZE	Brit. str.		TOTAL		
SEATTLE VIA SHANGHAI & JAPAN	MINNESOTA			J. H. Rinder		
PORTLAND, OREGON VIA SHANGHAI, &c.	ABABIA			Metzenthin	i a man e Ca	
SAN FRANCISCO VIA PORTS	" DEBITEONE "	Th. 14	1	****** ****************	1 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	On 28th inst.
A HETRALIAN PORTS VIA MANILA	THINAM	1 (1) 14		Powell		On 3rd Mar., at Noon.
AUSTRALIAN PORTS VIA MANILA	EJASTERN		***	Obenauer	The second of th	On 6th Mar., at Noon.
AUSTRALIAN PORTS VIA MANILA	Water to	4° **	*		Decision of the Cast wife	To-morrow.
YOKOHAMA & KOBE	THINAN	4767 47	**		MELCHERS & Co	On 12th inst.
YOKOHAMA & KOBE	WILLEHAD	David aday		S. Barcham	P. & O. S. N C.o.	About 20th inst.
YOKOHAMA VIA SHANGHAI, MOSI & KOBE	TJILATJAP	What also			JAVA-CHINA-JAPAN LIJN	Quick despatch.
JAPAN VIA SHANGHAI	TE - CHARLES	TO 44 4	7.5		JARDINE, MATHESON & Co	To-day, at 3 P.M.
SHANGHAI	Larranta	46 54 4	' 1	******************		
SHANGHAI.		- *	7	Eckhorn		the state of the s
SHANGHAI & CHINKIANG	1773	170 2 A A		G. Philipps	P. & O. S. N. Co.	
SHANGHAI	77			*** *** *** *** **********************		
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	. Anding Maru	Jap. str.	h	N. Kobayashi		
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	** T TOT C WE . 14 1 1 1 1 1 1 1 1 1			A. Hansen		and the second s
TAMBIII TA SWATOW & AMOX	" TAYININ TRUE A		,	H. Ohta		On 18th inst., at 8 A.M.
TAMSIII VIA SWATOW & AMOX	DAIGI MAKMO	Jap. str.		II A Moroldson	ORAKA SHOSEN KAISHA	On 9th inst, at 8 A.M.
ANDING VIA SWATOW & AMOX	WI BELLHOOF		11 036	Schlaikier	Donas Guagen Kateua	On 9th inst., at 8 A.M.
TOO CHOW, VIA SWATOW & AMUL	DECIMA	779-14 4		F. W. Packham	I ARTHURH, MATHESON & CO.	THE TIME THREE PROPERTY.
AMOV LIRAITS & RANGOUN	AL SUNGABOTH IN	19. 144		A. E. Hodgins	DOUGLAS LAPRAIK & CO	To-merrow, at I P.m.
SWATOW, AMOY & FOOCHOW	HAIGHING	1			JARDINE, MATHESON & Co.	On 9th inst., at 4 P.M.
MANILA	HOUNGARG	Dill's and an		R. Rodger	SHEWAN, TOMES & Co	On 10th inst., at Noon.
MANILA	ZABIBO	T3 - 14 4		R. Almond	BHEWAN, TOMES & Co	On 10th inst, at Noon.
MANILA TOTAL TOTAL A CALCIUTA		Ph. 344		i se commence de la c		On 10th inst., at 3 P.M. About 14th inst.
SINGAPORE. PENANG & CALCUTTA		1 99 61 1		W. R. Le Mare, P.N.	1 C1 / h =	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
SINGAPORE & BOMBAY		T 1 - 1 - 1 - 1 - 1 - 1		Belsito	CARLOWITZ & Co	THE LEGIT WHOLL OF YARANI
BOMBAI VIA BINGAIONE & I IMPANO		₂ 4		4.		
	a**		17	47		

INDO-CHINA STEAM NAVIGATION CO.. HAMBURG-AMERIKA LIMITED.

1	PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
ţ	FOR "FOONSHING" Wed'day, 7th Feb., 3 P.M.
1	* MANILA Saturday 10th Feb., 3 P.M.
	"SINGAPORE, PENANG & CALCUITA "KWONGSANG" Monday, 12th Feb., 3 P.M.
	These steamers have superior accommodation for Tribe
-	throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Chefoo and Yangtsze Ports † Taking Cargo on Through Bills of Lading to Chefoo and Yangtsze Ports

JARDINE, MATHESON & CO., For Freight or Passage, apply to GENERAL MANAGERS. Hoagkong, 6th February, 1906.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific is the "EMPRESS LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

, r		SED SAILINGS.	(Subject to Alteration). LEAVE HONGKONG	ARRIVE VANCOUVER
	R.M.S. "EMPRESS OF INDIA" "TARTAR" "EMPRESS OF JAPAN" "EMPRESS OF CHINA" "ATHENIAN"	6,000 Tens 4,425 , 6,000 ,	WEDNESDAY, 7th Feb. WEDNESDAY, 21st Feb. WEDNESDAY, 7th Mar WEDNESDAY, 28th Mar WEDNESDAY, 11th Apr	28th Feb 17th Mar 28th Mar 18th April

FITHE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class......via St. Lawrence £60; via New York £62. Intermediate on Steamers and 1st Class Rail R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" pretengers only Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navel Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chineses Гарыневе Сотогальных. BRITISH INDIA STEAM NAVIGATION For further information, Maps, Routes, Handbooks, Rates of Passage and Freight apply to

NORTHERN GREAT COMPANY STEAMSHIP

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

> THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, AND DAKOTA" MINNESOTA"

(EACH TONS 20,718 GROSS REG.) Will be despatched from HONGKONG as follows:

"MINNESOTA," Captain J. H. RINDER, About FRIDAY, 16TH MARCH, 1906. On TUESDAY, 24TH APRIL, 1906. "DAKOTA," Captain E. FRANCKE, Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c. ...)

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSER", STEAM LAUNDRY, &c. Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo: and PARCELS carried at low rates to all points of U.S.A., in connection with the Great

Northern and Northern Pacific Express Companies. Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, AGENTS.

D. E. BROWN, General Agent.

Corner Pedder Street and Prays, opposite Blake Pier

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWEET, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIBSTE, GENCA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPO ED SAILINGS FROM HONGKONG.

1	TINGE OF THE PARTY
	SUBJECT TO ALTERATION.
	STEAMERS. DESTINATIONS. SAILING DATES.
bů	* RHENANIA HAVRE and HAMBURG Colombo and On 9th Feb. Freight & Calling at Singapore, Penang, Colombo and On 9th Feb. Passengers.
	CBDE, PURCK (1111) / KT-mlos/
	SPEZIA HAVRE and HAMBURG On 2 ist Feb. Freight. Capt. Müller (Calling at Singapore, Penang and Colombo) On 2 ist Feb.
- !	Capt. Muller (Calling at Singapore, Lenning and Colombia)
'	LIBERIA HAMBURG On 27th Feb. Freight.
1	SAMEIA
i	Capt. Ehlers (Calling at Singapore, Penang and Colombo)
,	SAXONIA HAVRE and HAMBURG On 21st Mar. Freight: Capt. Sachs (Calling at Singapore, Penang and Colombo) On 21st Mar. Freight:
	Capt. Sachs (Calling at Singapore, Penang and Colombo)
	SILESIA HAVEE and HAMBURG On 4th April Presencers
	Capt. Sachs (Calling at Singapore, Total and Colombo) On 4th April Freight & Capt. Bahle (Calling at Singapore, Penang and Colombo) On 4th April Passengers
	The state of the s
	steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified
	doctor and stewardess are carried.
vel	For Further Particulars apply to
V GIL	TY A TATE OF THE OF THE A TATE OF THE A TATE OF THE A TATE OF THE

BAMBURG-AMERIKA LINJE, HONGKONG OFFICE, KING'S BUILDING,

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN.	FOR	Sailing Date.
ZAFIRO	2540	R. Rodger	Manila.	On 10th Feb., Noon.
RUBI	1	R. Almond	Manila.	On 17th Feb., Noon.

Hongkong, 1st February, 1906.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS:

Hongkong, 5th February, 1906.

HONGKONG-NEW

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to

SHEWAN TOMES & CO.,

GENERAL AGENTS Hengkong, 11th December, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, S'HAI DIG INLAND PORTLAND, OREGON. SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO. OPERATING IN -CONNECTION WITH THE TO SAIL DAYLIGHT ON CAPTAIN STRAMSHIP

Metzenthin Early in February, 1906 -" ARABIA".... March 11th, 1906. "ARAGONIA" 5,199 Ernst Wagemann March 23rd, 1906. "NICOMEDIA" 4,370 8th, 1906. Feldtmann "NUMANTIA",..... 4,370 Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and

United States Points. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, ACTING GENERAL AGENT.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. WILL Steamship

"ARCADIA," Captain A. G. Cubitt, R.N.R. carrying His-Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 10th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. Britannia, 7,911 tons, from Colombo, Passengers' accommodation in which vessel is seenred before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London: other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on 24th March.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

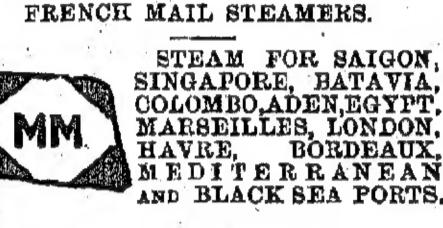
E. A. HEWETT, Superintendent. Hongkong, 30th January, 1906

REGULAR STEAMSHIP SERVICE TO NEW-

YORK. VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAE COAST). PROPOSED SAILINGS FROM HONGKONG.

"ST. GEORGE" 15th Feb. to follow. " SHIMOSA " For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 12th January, 1906 2105-213 COMPAGNIE DES MESSAGERIES MARITIMES.



THE Steamship

"SALAZIE," Captain Ailland, will be despatched for MARSEILLES on TUESDAY, the 20th February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in

Next sailings will be as follows: S.S. "TOURANE" 20th Mar. S.S. "OCEANIEN" 3rd April. "TONKIN" S.S. "ARMAND BEHIC" ... 17th April.
S.S. "ERNEST SIMONS" ... 1st May,
G. DE CHAMPEAUX, Agent. Hongkong, 6th February, 1906.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

HE Steamship

"GLENSTRAE," Captain J. McGillivray, will be despatched as above on or about THURSDAY, the 22nd Feb. For Freight or Passage, apply to McGREGOR BROS. & GOW, Hongkong, 30th January, 1906.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through. Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship

"EASTERN," Captain Powell, will be despatched for the above Ports on SATURDAY, the 3rd March, at NOON. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Previsions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.H .- To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in stat rooms.

For Freight or Passage, apply to Gibb, Livingston & co., Hongkong, 1st February, 1906.

HONGKONG-MACAO LINE

S.S. "WING CHAI,"

Captain T. Austin, R.N.K. HIS Steamer departs from Hongkong, on Week Days, at 8 A.M.; and on Sundays at 8.30 A.M.: Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tido permits FARES—(week days) 1st Class (including cabin

2nd Class \$1. 3rd Class 50 cents. Every Sunday will be on Excursion, at thefollowing rates: 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.

and servant), Single \$3, Return Ticket \$5

Meals can be had on board. Tiffin and Dinner can be supplied either on. board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3:

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on produce-tion of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available

for thefollowing day. The Steamer is lit throughout by Electricity The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Srteet.

MING ON & CO. 2nJ Floor, 16, Victor Street.

Hongkong, 7th October, 1904.

COMPANY. LD. STEAMSHIP OCEAN STEAM NAVIGATION CO., LD.

JOINT SERVICES. FORTNIGHTLY SAILINGS FR LONDON AND CONTINENT, MONTHLY SAILINGS FOR LIVERPOOL.

TAVING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

		27.7		
			OUTWARDS.	•
	900		STEAMERS	DUU
	1	PROM	"ALCINOUS"	On 8th February.
	AT ACCOM	and LIVERPOOL		On 20th February.
	OT A DOOM	and Lily Piller COH	"LAERTES"	
	DIACODW	and LIVERPOOL	"YANGTSZE"	On 21st February.
	GUYDGOM	and LIVERPOOL		On 27th February.
	HLASGOW	and LIVERPOOL	"AGAMEMNON"	On 6th March,
	GLASGOW	and LIVERPOOL	"TEENKAI"	On 13th March.
	GLASGOW	and LIVERPOOL		On 20th March.
		mander to the Political Control of the	"KEEMUN"	On 21st March.
	AT LOCION	and I I VEID OUT		On 28th March.
	GLASGOW.	and LIVERPOOL		
	O Dance .	4.2	HOMEWARDS.	
	and the same		STEAMERS	TO BAIL
		YOR AND		
	AMSTERD.	AM, LONDON and }	"PATROCLUS"	On 13th February.
	A WITTE VALUE AND	. 44	6	
	CIENCIA	MARSEILLES and	"ANTENOR"	On 20th February.
•	TITTEDDA	OL		
	CI A FULL	AM. LONDON and }	"SAINT BEDE"	On 27th February.
	VWS.LEWD	Alle. Dollarott	"BUTHI DEDE WITH	•
	ANTWEL	P	A 44 CO T T T T T T T T T T T T T T T T T T	On 13th March.
٠.	AMSTERD	AM, LONDON and }	"ACHILLES"	OH TOTH MENTON
	A WALLEST IN THE	217		0. 2011 35
	. GENOA.	MARSEILLES and (· PELFUS"	On 20th March.
	W W W W T W T I I I I I I I I I I I I I	P1 7 4	. 8,	
	MOTERD	AM, LONDON and	"ALCINOUS"	On 27th March.
	A 2017 THE TRACE OF B	4 1	ALIGHTOUG HIMMING	
	WINT AND	AM: CONDON and)	"DIOMED"	On 10th April.
	AMSTERD	AM, LONDON and }	"DIOMED	Off Town 1-base
	B N 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	€. №		O- OOAh Ameil
	* GENOA.	MARSEILLES and	"AGAMEMNON"	On 20th April.
	# # ##################################	TOTAL	F 10 m 4	0 040 4 9
	AMSTERD	AM, LONDON and L	"TEENKAI"	On 24th April.
	ANTWE			0.0
	ZAAT 1 (1 2-1	• Taking	Cargo for Liverpool at London Rat	

TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. EASTWARD.

TO SALL

AGENTS.

BIL PACI	KI KOBE	PORTS, VIA	"YANGTSZE" "KEEMUN"	On 24th February On 24th March.
HAMA .		WES'	TWARD.	
of w	FROM		STEAMERS	On let March
TACOMA,	SEATTLE,		e - 2	
HAG I II-O-		For Freight,	PUTTERFIEL	D & SWIRI

NAVIGATION CO. CHINA LIMITED.

		,
PAR	STEAMERS	TO BAIL.
SHANGHAI	+ "ICHANG"	On 7th February.
YOKOHAMA and KOBE		
	4,	
THE STREET PRICE PRICE OF LAND.	1	,
COOKTOWN, CAIRNS,	* t "TSINAN"	On 28th February.
TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNE	a de la companya de	
SALINET BUT DESTRUCTION OF THE SALES		V

* The attention of Passengers is directed to the superior accommodation offered by these s'eamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other expense,
Tour via India: Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

Hosgkoug, 6th February, 1906.

at No. 8, Des Vœux Road Central.

Hongkong, 6th February, 1906.

Hongkong, 30th January, 1906.

OSAKA SHOSEN KAISHA.

AGENTS.

T. ARIMA, Manager.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

(9 kg	P	ROPOSED SAILINGS FRO SUBJECT TO ALTE	
	FOP	THE CO,'S S.S.	LEAVING
• 4	AMSUL VIA SWATOW	"DAIJIN MARU" H. OHTA	SUNDAY, 11th Feb., at 8 A.M.
4 -	AND AMOY	"DAIGI MARU"	SUNDAY, 18th Feb.,
4 1	AMBUI VIA SWATOW	S. TAGAMI	at S A.M.
	HANGHAI VIA SWATOW,	The second secon	THURSDAY, 15th Feb.
. ~	AMOY AND FOOCHOW	N. KOBATASHI	at 8 A.M.
		THE CHARTERED 8.5.	
. A	NPING VIA SWATOW	"FRITHJOF"	FRIDAY, 9th Feb
•	AND AMOY	H. A. HARALDSEN	at 8 A.M.
3	COOCHOW VIA SWATOW	"DECIMA"	FRIDAY, 9th Feb.,
- 1	AND AMOY	SCHLAIKIER	f at 8 A.M.
+ 8	HANGHAI VIA SWATOW.	"TRIUMPH"	THURSDAY, 22nd Feb.
,	AMOV AND ROOCHOW	A. HANSEN	at 8 A.M.
	These Steamers have superior	r accommodation for First-class	Passengers, and are fitted
4 berry	- have with alastwic licent		
	4 Millian Co weep on through H	ills of Lading to all Yangtsze and	d Northern China Ports.
	For Freight, Passage, and fur	ther information, apply at the Co	ompany's local Branch Office

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

	•			
			· /	
	FOR	STRAMERS	TO BAIL	REMARKS.
	SHANGHAI	Philipps	About 9th February }	Passage.
	LONDON &C., VIA USUAL PORTS) ARC	W. Cooke, R.N.R	Noon, 10th February	See Special - Advertisement.
,	LONDON and ANTWERP VIA SINGAPORE, PENANG, JAI COLOMBO PORT SAID and E MARSEILLES	PAN	About 14th February	Freight and Passage.
	* SINGAPORE and BOMBAY { PEI	KIN J. R. Le Mare, R.N.R.	About 14th February	Freight only.
	MOJI and KOBE S.	Darone at testassessiesse	About 20th February	Freight and Passage.
	For further Particulars, app	inducement offers.	E. A. H	EWETT,
	Long Eth Habenner 1906	±		perintendent.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons. Captain.	Sailing Date.
HYADESTREMONT		On 13th February. On 20th February.
CONTRACTOR TOT TOTAL	Cargo only: ELLENT ACCOMMODATION, RIC LIGHT, DOCTOR AND S' WMUT" and "TREMONT" are	LE M TRIPEOS.

Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried n cold storage

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to-DODWELL & CO., LIMITED,

Queen's Buildings. Hengkong, 12th January, 1906,

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

GENERAL AGENTS.

STRAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON 10 LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON TEROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS,

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES. 14th February PREUSSEN 28th February ... 14th March PRINZESS ALICE 28th March ... 11th April PRINZ REGENT LUITPOLD ... 25th April PRINZ FITEL FRIEDRICH

ON WEDNESDAY, the 14th day of FEBRUARY, 1906, at Noon, the Steamship "PREUSSEN," Captain R. Meyer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling At Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 12th February. Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 13th February, and Parcels Specie will be received on Board until 5 p.m. on Tuesday, the 13th February, and Parcels will be received at the Agency's Office until NOON, on Tussbay, the 13th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.									1		- 4	
Linen can be washed on the	1st C	Take.		· 2n	đ (lla:	RS.	4 - 6	Srd (116	58	- 1
RATES OF PANSAGE MOMEY FROM HONGHONG:	£61				42				£22			
TO NAPLES, GENUA AND GIBRALIZATE ceturn		ő			63				33			
TO SOUTHAMPTON, LONDON, BREMEN							_	1.1	0.4		Α.	
AND HAMBURG	-65	0	0		44	- '			24	_		
return	97	Û	0		66	0	0	13	36	0	0	
TO NEW YORK VIA SUEZ		0	n .		44	۵	Å		26	a	O	
VIA NAPLES, GENOA OR GIERALTAR			-						_ ,	-		
return	115			-	79		_	,		Ŏ		
VIA BREMEN OR SOUTHAMPTON	68	0	0		46		_			0		
VIA BREMEN OR SOUTHWEIT TO	123	0	0 .		83					0	_	
In the event of the passenger leaving the Mail Ste				les.	Ge	00	8. (or i	Gibra	ulte	3r	a
In the east of the busken at remains and man can	·				4 111				37TA			

travelling to Bremen or Southampton overland THE HAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's

Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included. INTERRUPTION OF THE VOYAGE IN EGYPT:

Pussengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELM-SHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE. PROPOSED SAILINGS FROM HONGKONG-(SUBJECT TO ALTERATION). STEAMER 4763 tons ... TUESDAY, 6th March. WILLEHAD 3227 tons ... TUESDAY, 3rd April. PRINZ WALDEMAR *** 3302 tons ... TUESDAY, 1st May.

PRINZ SIGISMUND N TUESDAY, the 6th MARCH, at Noon, the Steamship "WILLEHAD," Captain Obenauer, with Mails, Passongers and Cargo, will leave this post as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board. RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class 1st Class 2nd Class ... \$50. - \$30. - \$20. - return \$80. - \$50. b. To MANILA ... £18.10 £14.00 return £42.— £27.15 TO NEW GUINEA £30.— £20.— £14.— return £54 — £36.— To BRISBANE £32.— £23.— £15.— return £59.10 £41.10 To SYDNEY £34,10 £24.10 £16.— return £62.5 £44.5 To MELBOURNE\$ 80.00 \$ 60.00 \$ 40.00 return \$170.00 \$120. TO YOKOHAMA\$ 95.00 \$ 70.00 \$ 50.00 return \$170.00 \$120. To KOBE eb. To YOKOHAMA and back from KOBE ... \$140.00 \$100.00 to HONGKONG ... THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: . 1st Class

TO EUROPE VIA AU STRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0. TO EUROPE VIA AUSTRALIA AND AMERICA From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE YOKOHAMA and KOBE ... *WILLEHAD ... TUESDAY, 12th February

SHANGHAI, NAGASAKI KOBE & YOKOHAMA PRINZESS ALICE WED'DAY, 14th February BAYERN ... WED'DAY, 28th February * Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancuver or San Francisco to New YORK by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O. S.S. Co., T. K. K. and from New York to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates :-To London via Plymouth or Southampton 0, 0, To Paris via Cherbourg To Naples, Genoa via Gibraltar

NORDDEUTSCHER- LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 1st February, 1906,

Hong kong, 1st april, 1897

MAP OF THE SIKING or WEST R.v.ER From Hongkong to Wuchowev. Showing the Ports and Calling Places Opened to Fcreiga Trade, 1297. Published at Daily Press Office. Price 25 Cents, Cash.

SIEN TING. SURGEON DENTIST.

TERMS VERY MODERATE. Consultation Free. Horgkong, 21st September, 1905.

LINE. | PENINSULAR ORIENTAL STEAM NAVIGATION CO.

PASSENGER SHASON, 1906. HOMEWARD

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

	ROUGH TICH	TO TO DEUESI STEE	W Y)RC.			
Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARHEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTE (London I day later)		
TONS	Noon Saturday	TONS	Saturday	Friday		
ARCADIA 7000		BRITANNIA 7000	Mar. 10	Mar. 16		
DELHI 8000		MOLDAVIA10000	Mar. 24	Mar. 30		
DONGOLA 8000		MONGOLIA10000	-April 7	April 13		
DELTA 8000		MOOLTAN10000	April 21	April 27		
OCEANA 7000		MARMORA10500		May 11		
000			Sunday	Saturday		
ARCADIA 7000	April 21	VICTORIA 7000	May 20	May 26		
DEVANHA 8000		HIMALAYA 7000	June 3	Juno r 9		
DELHI 80J0	1 "	INDIA 8000	June 17	June 23		

Passengers change steamers at Colombo, and those fo: Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following:-

INTERMEDIATE (non-transhipment) STEAMERS

WILL LEAVE FOR LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

	eti	AMER	8,		1			Hong		Leav Singa:		гояр Гояр	
						TO	NNAGE	abor	it	abor	at	abor	at
JAPAN				. 3.			4500	Feb.	14	Feb.	23	Mar.	31
SUMA'I				100	100		5000	Fab.	28	Mar.	9	Apr.	14
NUBIA				100	- 171	2	6 00	Mar.	14	Mar.	23	Apr.	· 28
JAVA	Sec. 1.	()	***		***		4500	Mar.	28	Apr.	6	May	12
FORMO			140	144	***		4500	Apr.	11	Apr.	20	May	26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

I "SUMATRA" and "NUBIA" call at MARSEILLES.

+ "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers

For Passage apply to E. A. HEWETT,

Superintendent.

Hongkong, 6th January, 1906.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA. CHINA AND JAPAN.

	021 123	V		1
STEAMER	From	EXPECTED ON OR ABOUT	WILL TRAVE POR	On or about
TJILATJAP.	JAVA		JAPAN via SHANGH.	
TJIMAHI	JAVA	T GOT TWE ?	JAPAN via SHANGH.	T. Opt date
TJILIWONG.	JAPAN.	Second half of February	JAVA PORTS	Becond half of February
TJIPANAS	JAVA	First half of March	JAPAN via SHANGH	AI Second half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on

through Bills of Lading. For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 5th February, 1906.

COMPAGNIE DES MESSAGERIES

VESSELS ON THE BERTH

MARITIMES. FOR MARSEILLES, HAVRE, ANTWERP (DIRECT).

Taking Cargo to LONDON with prompt transhipment at Marseilles. Calling at MANILA, SATGON, SINGAPORE AND COLOMBO.

HHE Company's Steamship

"KOUANG-SI," Captain Barillon, will be despatched as above on or about the 12th February, 1903. This Steamer has accommodation for Passengers and carries a duly qualified Doctor. For Freight, Passage and further particulers, apply to

G. DE CHAMPEAUX, Queen's Building.

Hongkong, 30th January, 1906. THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS. I HE Steamship

"SEMINOLE," February. For Freight, apply to SHEWAN, TOMES & CO.,

Hongkong, 30th January, 1906. ~ 300



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT

(Taking Cargo at through rates to the BEAZILS, to South Africa, Persian Gulf, Red SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA," Captain Colledani, will be despatched as above on MONDAY, the 5th March. passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight. No. 10, D'AGUILAR STREET apply to

SANDER, WIELER & CO., Agents, Princes' Buildings.

Hongkong, 2nd February, 1906.

MITSU BISHI GOSHI-KWAISHA

Telephone No. 375.

(MITSU BISHI CO.) DEPARTMENT COAL

MARUNO-UCHI, TOKIO. Oable Address, "I WASAKI," which applies to all Branch Offices and Hougkong and Shanghai Ageucies. Al, ABC 5tn Edition, Western Union Codes

All Letters Addressed :-MANAGER, MITSU BISHT Co., with name of place under.

BRANUL OFFICES :--NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW. AGNICIES:-

SHANGHAI: H. J. H. TRIPP. HONGKONG: H. U. JEFFEIRS. MANILA: MACONDRAY & Co. CHINKIANG: GEARING & Co YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Im perial Japanese Navy and Foreign Navies: the Tons 6060, will be despatched about end of Imperial Arsenals; the Imperial Railway Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers. EXPORTERS OF COAL to Hongkong,

Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America. SOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal. Sole Agents for Kigio, Komatsu (Tagawa)

and Yashiromachi Coal (Karatsu). The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries: Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL. New and additional shafts at the Takashima Colliery have been completed and this wellknown best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity. Hongkong, 15th February, 1905, [108]

ON SALE. A TABLE OF THE OF EXCHANGE AT RATES

HONGKONG This Steamer has splendid accommodation for for Demand Drafts on London on the dy of or preceding the Departure of e English Mails also Table of Yearly Approximate Averages

FOR 31 YEARS 1874 TO 1904.

Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers. Hongkong, 11th May, 1905.

8		THE :
POST OFFI	CE NOTICES	
The Dongela, with the English mail of the 4th instant, at noon, and may be expected. This packet brings replies to letters despend the parcel mails closed in London for deand for despatch overland on the 10th Januar	ne 12th January, left here on or about Fratched from Hongko	t Singapore on Sunday, the riday, the 9th inst., at 8 a.m. one on the 12th December.
On Sunday the mail for Macao is closed at 8.00 Mails for Canton, Samenus and	d per s.s. Wingchai	
and at 5.00 p.m. Mails for *Canton, Namtao, Sanbur VUUCHOW are closed every weekday, at 5 p.m. No mails are despatched to these places of	e, *Kongmoon, *R	TUMCHUK, *SAMSHUI, and sails are closed at 9 a.m.
	VILL CLOSE	
Sandakan and Kudat	PER	Wednesday 7th 800 AM
Sandakan and Kudat	. M. Mickmers	Wednesday, ith, S.O. A.M.
Saigon	Snanzenan	Wednesday, 7th, 9.00 A.M. Wednesday, 7th, 10.00 A.M.
Marile has wife 4 marie 200	[Wednesday, 7th, Printed Matter and Sam-
*	i	ples 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.),		Registration 10.00 A.M. (Registration, with late
(Supplementary mail on board up to the)	Empress of India	fee of 10 cents, up to
time fixed for departure of the mail. Extra P stage 10 cents)		Registration, Kowloom
Elia I see E commi		В.О10.00 а.м.
		No late fee. Letters 11.00 A.M-
Macao	Houngshan	
Shanghai	Ichang	Wednesday, 7th, 3.00 P.M.
Velcohamp and Kobe	Tsinan	
Banckok	Singora	Thursday, 8th, 11.00 A.M.
Swatow, Amoy and Foochow	.: Heungsnan	Thursday, 8th, 1.15 p.m.
Shanghai and Chinkiang	. Ithaka	
Swatow, Amoy and Apping	Frithjof	Thursday, 8th, 5.00 P.M.
Singapore, Penang and Colombo	Rhanania	Friday, 9th, 10.00 A.M. Friday, 9th,
	1	Printed Matter and Sam- ples 10.00 a.m.
SHANGRAI, NAGASAKI, KOBE, YOKOHAMA,		Registration 10.00 A.M.
HUNOLULU and AN FRANCISCO	Korea	(Registration, with late fee of 10 cents, up to
time fixed for departure of the mail.		10.45 A.M.)
Extra postage 10 cents.)	4. 41	B.O10.00 A.M
		No late fee. Letters 11.00 A.M.
Macao	Heungshan	Friday. 9th. 1.15 P.M.
Manila	Loongsang	
ManilaEUROPE, &C., INDIA VIA TUTICORIN		Saturday, 10th,
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		Printed Matter and Sam- ples 10.00 A.M.
(Supplementary mail on board up to the		Registration, 10.00 A.m. (Registration, with late
time fixed for departure of the mail. Extra Postage 10 cents.	Arcadia	fee of 10 cents, up to
Letters posted in all the Pillar Boxes in time for the first clearance will be		10.45 A.M.) Registration, Kowloon
included in this contract mail.)		B.O10.00 A.M. No late fee.
The Parcel mail will be closed on Friday, the 9th inst., at 5 p.m.		etters 11.00 A.M.
Magna	Heungshan	Saturday, 10th, 1.15 P.M. Saturday, 10th, 2.00 P.M.
Singapore, Penang and Calcutta Amoy, Straits and Rangoon	, Zivenguca	Haturday, 10th, 5.00 P.M.
Shanghai	. R. wongsang	
Tacoma	11yaacs	Tuesday, 13th, 11.00 A.M.
TO-DAY.	The O.S.S. & C	.M. str. Alcinous left Singa-
Sale, Household Furniture, Barker Road Peak, Messrs, Hughes & Hough, 2,50 p.m.	, pore on the 3rd F	ob., at daylight, and is due
	The Ben Line	str. Benledi, from Antwerp
COMMERCIAL.	this port.	Singapore on the 3rd Feb. for
CLOSING QUOTATIONS.	199nd Jon at 2 no	. Willehad left Sydney on the m., and may be expected here
Of London.— February 6th. Telegraphic Transfer	on or about Satur	day or Sunday, the 10th or
Bank Bills, on demand	The Indo-Chine	a str. Nameang left Calcutta
Bank Bills, at 30 days' sight2,04 Bank Bills, at 4 months' sight2,04		the Straits on the 30th Jan., ected here on or about the
Oredits, at 4 months' sight2.02 Documentary Bills, 4months' sight2, 1	16th Feb.	
ON PARIS,—		oine str. <i>Matoppo</i> , from London dombo on the 28th Jan.
Bank Bills, on demand	The Boston S.	S. Co.'s str. Tremont sailed
ON GERMANT.	kong via the usua	
OR NEW YORK.	The Barber Lin	ne str. Shimosa left New York
Eank Bills, on demand	The Barber Li	ine str. Satsuma sailed from
Ов Вонвах.—		ina and Japan on the 26th Jan.
Telegraphic Transfer		PASSED THE CANAL. ca. Benledi, Saxonia, Cam-
Alm CLANGERICA	broman. 12th-	-Indrawadi, Persia, Trieste,
Telegraphic Transfer	Dongola, Gisela.	Alcinous, Pera, Radnershire, 19th—Armand Behie, Ben-
Us Shanghal.— Bank, at sight	gali, Loch Tay.	23rd-Hector, Java, Palermo. Prinzess Alice, Prinz Eite
Frivata, 30 days sight	Ericdrich, Rhaet	ia, Suevia, Yangteze, Lothian.
On YOROHAMA.—On demand991 On Manila.—On demand—Peson—991	Lacries, 26th—A	nnam, Bengloe, Hyson, Diomed n. Sithonia, Ghazec, Longson
On SINGAPORE.—On demand 15 p.c. p.p.	m. 20th — Slavoniu, I	Fallodon Hall, Glenearn, Afghan
ON BATAVIA,-On demand	Trince, Borussia	. Den of Kelly, Den of Mains

The Barber Line str. Shimosa left New York on the 16th Dec. The Barber Line str. Satsuma sailed from New York for China and Japan on the 26th Jan.	Viscal Agents of the United States the Philippine Islands and to
STEAMERS PASSED THE CANAL. Jan. 9th—Banca, Benledi, Baxonia, Cambroman. 12th—Indrawadi, Persia, Trieste, Tourane. 16th—Alcinous, Pera, Radnorshire, Dongola, Gisela. 18th—Armand Behie, Bengali, Loch Tay. 23rd—Hector, Java, Palerme, Silesia (Gor.), Prinzess Alice, Prinz Eitel Friedrich, Rhaetia, Suevia, Yangtsze, Lothian, Lacrtes. 26th—Annam, Bengloe, Hyson, Diomed, Glaucus, Occanien, Sithonia, Ghazee, Longson, 20th—Slavonia, Fallodon Hall, Glenearn, Afghan Prince, Borussia, Den of Kelly, Den of Mains, Feb. 2—Agamemnon, Ernest Simons, Tydeus,	Union of London and Smith's

may be obtained on application.

Hongkong, 1st May, 1902

PER CHNT. per annum.

Banks

Depositors may transfer at their option

For the Hondrong and Shanghal

J. R. M. SMITH.

BANKING CORPORATION.

Chief Manager.

Tainan

Tamsui

Tokio

Yokohama

balances of \$100 or more to the Hongkong AND

SHANGHAI BANK to be placed on FIXED

FITHE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL

CHARTER

HEAD OFFICE: TAIPEH, FORMORA.

BRANCHES AND AGENCIES:

Nagasaki

Shanghai

HONGKONG OFFICE:

3. DES VOUI ROAD.

Interest allowed on Current Account:

Hongkong, 1st November, 1904.

S. SHIGENAGA, Manager,

Kobe

Osaka

DEPOSIT at 4 PER CERT. per annum.

Feb. 2—Manica,	of Banking and Exchange business, receives money in Current Account and accepts Fixed		
PASSENGERS. ARRIVED. Per Crown of Castile, from Newcastle, N.S.W., r. Gray. Per Kwongsang, from Shanghai, Messrs. eane and Kinghorn. Per Glenlogan, from London, &c., Mrs.	Deposits at the following rates:— For 12 months 42 per cent. per annum.		
hithen and 2 children. Per Zafiro, from Manila, Miss C. B. Farnam, r. Louis Heyman, Mr. and Mrs. P. G. Das- ell, Mrs. Waterhouse, Mrs. Darne, Mr. and rs. F. Stahl and child, Messrs. A. H. Kennedy,	HONGKONG SAVINGS BANK.		

W. F. McGeachin, Mr. and Mrs. D. Ccath, HAI BANKING CORPORATION. Roles Mr. E. Hyndman, Mr. and Mrs. G. Turtelot, Miss A. L. Coath. Messrs. A. D. Fasset, J. N. Blair, Dr. and Mrs. Wilde, Messrs. Busrai, T. E. Ally, Y. Fujioka, Mr. and Mrs. Hoyt. Mrs. Mackie. Miss M. Mackie, Miss Mackie, Mr. R. Hoyt, Miss Maxwell, Messrs. Glary, Joaquin Lim, Turney and Rajibally. The P. & O. str. Dongola left Singapore for this port on the 4th Feb., at noon, and is due

ARRIVAL AT HOME.

Dacia, Heliapolis.

Per Tartar, from Vancouver, Mr. and Mrs. E. H. Brooks, Miss Thompson, and Mr. A. H. Gregory; from Yokohama, Mr. H. B. Darnell; from Shaughai, Mossrs. A. J. Ames, E. H. Simpson, Major P. B. Strong, and Mr. Lundholm.

DEPARTED. Per Prinz Sigismund. for Australia, Messrs. M. Allix, E. Montague Brown, J. A. Edwards. Baurat H. Gehrts, O. Haesner, J. C. Hanna. A. Leheup, Th. Loney, Henry Loney, Jas. S. Schachner, Prof. Dr. Schauinsland, and Mr. W. CAPITAL PAID-UP , 2,500,000 E. Watson.

Per Tourane, for Shanghai, Rev. L. Robert. Yokohama, Mrs. Grove. pininian, Jas. H. Huggetts, B. Shirtliff, His Highness ; for Bombay, Mr. H. J. Che, Sene, Reve Manuel M. A. da Silva, Rev. Sebastiao M. A. da Silva and Rev. F. E. Brown.

JOINT ST	OCK 6	SHARES.	BANKS
Ho	ngkong, i	Pebruary 6th.	THE
COMPANT.	PAID UP.	QUOTATIONS.	YOKOHAMA SPECIE BANK LIMITED.
Alhambra	\$200	\$100, sellera	CAPITAL SUBSCRIBED You 24,000,000
Banks	1.1%	14. 14. b	CAPITAL PAID-UP , 18,000,000
Hongkong & S'hai National B. of China		\$895, sales London, £9\$	CAPITAL UNCALLED 6,000,000 RESERVE FUND 9,940,000
A. Shares	£5	\$38, buyers	HEAD OFFICE-YOROHAMA.
Bell's Asbestos E. A	12a. 6d.	\$64, sellera	
China-Borneo Co China Light& P. Co		\$10, sellers \$9, sellers	BRANCHES AND AGENCIES. Tokyo Kobe Nagasaki
China Provident		\$84.	Osaka Lyons New York
Cotton Mills-			London Honolulu Bombay
Ewo	Tle: 50	Tls. 47, buyers	San Francisco Tientain Newchwang Shanghai Peking Mukden
liongkong	\$10 Tis. 75	\$141, buyers Tls. 40.	Dalny Chefoo Tie-ling
Laou Kung Mow	Tla. 100	Tls. 60.	Port Arthur
Dairy Farm	Tls. 500	Tls. 250. \$154, sollers	LONDON BANKERS.
		Q105, dones	THE LONDON JOINT STOCK BANH, LIMITED
Parnham, B. & Co	The hist	(11), 199	THE UNION OF LONDON AND SMATHS
•		Tle. 128.	BANK, LIMITED.
H. & K Wharl & G.			
H. & W. Dock New Amoy Dock		\$165, sollers \$17.	On Current Account at the rate of 2 per cent
S'oni & H. Whari	Tle. 100	Tls. 230.	per annum on the daily belance.
Fenwick & Co., Geo	\$25	\$25.	On fixed deposits for 12 months 5"/, persenum
O. Island Coment.	\$10	\$244. ~ \$31, sales	0 11 12 11 6 11 4°/4 11 14
Hongkong & C. Gas	210	\$176, buyers	" " TAKEO TAKAMICHI,
Hongkong Electric Do. Now	\$10	\$141, buyers	Manager.
H. H. L. Tramways	\$100	\$2.0.	Hongkong, 22nd May, 1905. 27
Hongkong Hotel Co.,,		\$1.49.	ANTONIO CITA DOMENTO DE ACTUA O CONTRATA
Hongkong Ico Co Hongkong Kope Co		\$245, buyers \$152, buyers	AUSTRALIA AND CHINA.
H'kong a. Waterbout.		\$12, seliers	
insurances—			INCORPORATED BY ROYAL CHARTER, 1853
Canton			HEAD OFFICE-LONDON.
China Fire	7	\$88, sales \$91, sellers	CAPITAL PAID-UP2800,00
Hongkong Fire	\$50	\$325, seilers	RESERVE LIABILITY OF SHABE-
North China	_	Tla. 921, buyers	RESERVE FUND
Yangtaze		\$735, buyets \$170.	
4		45	INTEREST allowed on Current Account at the rate of 2'/, per annum on the Daily balances,
Land and Building— HongkongLandiny.	\$100	\$120, sellers	On Fixed Deposits for 12 months 4 per cent
Humphrey's Estate	1.1	\$18, sellers	. 6 , 31 ,,
Kowloon Land & B.		\$40, sales	T. P. CÖCHRANE.
Shanghai Land	, ,	Tls, 120,	Manager,
WestPoint Building	\$50	\$55, sollers	Hongkong, 18th May, 1905. 114
Mining-		y.	I ONGKONG & SHANGHAI BANK- ING CORPORATION
Charbonnages	19/10	\$490. \$41, sellers	ING CORPORATION
Philippine Co.		\$5, buyers	·
D-C		7.79	PAID-UP CAPITAL\$10,000,000
Refineries— Chine Sugar	\$100	\$212, sales	STERLING RHSERVE\$10,000,000
Luzon Sugar	\$100	\$25, buyers	SILVER RESERVE 8,500,000
Steamship Companies			RESERVE LIABILITY OF PROP'TORS.\$10,000,000
China and Manila	\$25	\$20, buyers	
Douglas Steumship. H., Canton & M		\$40, buyers \$26, cellers	H. A. W. SLADE, Esq.—Chairman.
Indo-China S.N. Co.		\$98.	A. HAUPT, Esq.—Deputy Chairman.
			Hon. C. W. Dickson, F. Salinger, Esq.
Shell Transport Co. Do. Preference		23/-, sellers ±8 10a.	E. Goets, Esq. E. Shellim, Esq. C. R. Lensmann, Esq. N. A. Siebs, Esq.
Star Ferry	\$10	\$82.	G. H. Medhurst, Esq. Hon. B. Shewan
Do. New Shanghai & H. Dyeing	\$5 \$50	\$23, rellors \$60.	A. J. Raymond, Esq.
South China M. Post	\$25	\$20, sellers	CHIBP MANAGER
Steam Laundry Co.,.	\$5 .\$5	\$7, sellers \$64, sales & sellers	Hongkong-J. R. M. SMITH
Stores & Dispensaries		Analysis on morrars	
Campbell, M. & Co.		\$86.	MANAGER: Shanghai—H. E. R. Hunter.
Powell & Co., Wm.,	\$10	\$101, buyers	
Watkins	\$10	\$6, sellers	LONDON BANEERS-LONDON AND COUNTY
Watson & Co., A. S. United Asbestos		\$13, buyers \$9, ollers	BANKING COMPANY, LIMITED.
Do. Founders		\$160.	HONGKONG-INTEREST ALLOWED.
VERN	ON & SI	MYTH, Brokers.	On Current Account at the rate of Two per
	· · · · · · · · · · · · · · · · · ·		Cent. per Annum on the daily balance.
			ON FIXED DEPOSITS.

MURRINATIONAL ENANGING	For a months, as per cent. per Annui
NTERNATIONAL BANKING	For 12 months 4 per cent. per Annus J. R. M. SMITH,
ORPORATION.	Chief Manager
	Hongkong, 16th November, 1905.
scal Agents of the United States in China	
the Philippine Islands and the Republic of Panama,	DEUTSCH-ASIATISCHE BANK.
PITAL AND SURPLUS	
AUTHORISHD Gold \$10,000,000	AUTHORISED CAPITALSh. Taels 7,500
PITAL PAID UP Gold \$3,250,000	HEAD OPPICE-SHANGHAL.
HEAD OFFICE: New York.	BOARD OF DIRECTORS, BERLIN.
NDON OFFICE: Threadnesdle House, E.C.	
Branches and Agents all over the World.	Beanches: Berlin, Calcutte, Hankow, Peking
LONDON BANKERS.	Tientsin, Tsinanfu, Tsingtau, Yokoham
TIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,	· · · · · · · · · · · · · · · · · · ·
Union of London and Smith's Bank,	Founded by the following Banks
Limited,	Bankers:— Kobniglione Sebhandlung (Preussis)
BRITISH LINEN COMPANY BANK	STAATSSANE) Berlin.
The Corporation transacts every description Banking and Exchange business, receives	DIRECTION DER DISCONTO-
ney in Current Account and accepts Fixed	GESHLLSCHAFT
Mol in Antions wooned and prophy Liver	Derrecure Bank

BERLINER HANDELS. Berlin. GESELLSCHAFT BANK PUBE HANDEL UND INDUSTRIB ROBERT WARSCHAUER & Co. Mandalssohn & Co. M. A. TON ROTHSCHILD & Frankfurt a/M. SOUNNE JACOB S. H. STERA NORDDBUTSCHE BANKIN HAMBURG, Hamburg Business of the above Bank is cond to-SAL OPPENHEIM, JE., & Co., Koeln. BAYEDISCHE HYPOTHEREN-UND WECHSEN BANK, MUENCHE. INTEREST on deposits is allowed at 34 LONDON BANKERS:

S. BLEICHBOEDER

3 months, 21 per cent- per Annum.

Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENC DIRECTION DER DISCONTO GESELLECHAFT. INTEREST allowed on Current Account,

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. HUGO SUTER. Sub-Manager. Hongkong 9th September, 1905.

THE MERCANTILF BANK OF

ı r	NDIA, LIMILI	ED.
AUTHORISE	D CAPITAL	£1,500,000
) ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1.125.000
		562,500
Reserva F	DAD	
London Jo	NINT STOCK BAN	K, LIMITED.
	l' allowed on Carr	

the rate of 2"/, per annum on the Daily balance. ON FIXED DEPOSITS :-For 12 months......4

A. R. LINTON, Acting Manager. Hongkong, 80th June, 1905,

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAU STEAMBOAT

CO., LD., AND THE CHINA NAVIGATION CO., LD HONGKONG-CANTON LINE. "HONAM," 2,363 tone, Captain H. D. Jones.
"POWAN, 2,338 tone, Captain G. F. Morrison, R.N.E.

8.8. "FATSHAN," 2,260 tons, Captain R. D. Thomas. 8.8. "HANKOW," 3,373 tons, Captain C. V. Lloyd. 8.8. "KINSHAN," 1,995 tons, Captain J. J. Lossins. Departures from Hongkong to Canton daily at 8,30 a.m. (Sunday excepted), 9 p.m. and 10,30 p.m. (Saturday-excepted). Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted) These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke, Departures from Hongkong to Macao on weekdays at 2 p.m. Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE. S.S. "LUNGSHAN," 219 tons, Captain T Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.c. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAL a 5"/, perazuam

CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD. CANTON-WUCHOW LINE.

S.S. "SAINAM,' 588 tons, Captain W. A. Valentius. S.S. "NANNING," 569 tens, Captain C. Butchart. One of the above Steamers leaves Canton for Wnohow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel; Or of BUTTERFIELD & SWIRE, Agente, CHINA NAVIGATION CO., LD.

CONSIGNEES OCEAN STEAMSHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

ONSIGNEES per Company's Steamer "PELEUS," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th February. Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 12th February. No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th February will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th February, or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Agents. Hongkong, 5th Februars, 1906. S.S. "TOURANE.

COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

ONSIGNEES of Cargo from London ex a.s. Singi, from Havre ex s.s. Singi, from Bordeaux ex s.s. Ville d'Arras and Cambras. in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowleen Wharf and Godown Co., Ld., at Kowloon, whence delivery

may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 5th inst., requesting it to be landed hero. Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after Monday, the 12th February, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before and 12th February, or they will not be recognised. All damaged packages will be examined on SCHR | Mouday, the 12th February, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Hongkong, 5th February, 1906.

AMERICAN AND ORIENTAL LINE. NOTICE TO CONSIGNEES.

> S.S. "YEDDO," FROM NEW YORK.

ONSIGNEES of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 2.30 P.M. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by

ARNHOLD KARBERG & CO. Agents. Hongkong, 5th February, 1906.

NATAL LINE OF STEAMERS.

FITHE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Aprica, in connection with Indo-CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sallings from CALCUTTA for CAPE PORTS every for night For Freight and further particulars,

DODWELL & CO., LIMITED. General Agents for China and Japan Hongkong, 4th August, 1898

TI ONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED: IN LIQUIDATION.

> TIME TABLE. WHEE DAYS.

7.00 a.m. 7.30 a.m. to 8.00 a.m. ... Every 10 minutes. 8.00 a.m. to 8.80 a.m. ... Every 15 minutes. 8.30 a.m. to 9.30 a.m., ... Every 10 minutes. 9.30 s.m. to 11.00 s.m. ... Every 16 minutes. 11.30 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes. 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 8.00 p.m. ... Every 15 minutes. 8.80 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS. 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every # hour.

SATURDAYS. Extra cars at 11.80 p.m. and 11.45 p.m.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes... 9.00 s.m. to 9.80 s.m. ... Every 80 minutes. 9.80 a.m. to 10.80 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 s.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vous-Road Central. JOHN D. HUMPHREYS & SON. Liquidators,

Hongkong, 13th July, 1905.

STAINING B **CHRISTINES** SHIPPERS

CUTLER, PALMER & Co., LONDON AGENTS LANE, CRAWFORD & CO. HONGKONG

HONGKONG TIDE TABLE.

From February 7th to 18th, 1906. To correct Zone Time add 23 min. and 18 sec.

LOW WATER.

Hongkong Mean Time. 10.29 m 10 68 5 37 a 9 0 13 4 6 3 Tuel 13

HIGELWATER.

Printed and Published by BERTRAM A. HALE for the Concerned, at 10a, Des Veux Road Central, Victoria, Hongkong: London Office, 131, Float Street, E.C.

All of the state o	Per Tourane, for a
THE CANADIAN MAIL.	The second secon
The C.P.R. str. Empress of Japan left Van-	Dr. end Mrs. Legend
THE C.L. Tr. But. Thebress of ambase rose Ann.	Kobe, Miss Oki, for
couver for Hongkong via usual ports of call on	
The Otth Ton Day	Per Caledonien, fo
Thursday, the 25th Jan., p.m.	
MERCHANT STEAMERS.	Mr. and Mrs. Bert,
The Andreas arrived of Voltahama	Tanziet, T. Ermold. (
The P. & A. str. Arabia arrived at Yokohama	
on the 30th Jan., and is expected to arrive here	Tarbouriech; for Sing
TE CHA OAPIT Sand and an and	F. Pollack, Alex. Taty
on the 10th Feb.	
The H.A.L. str. Sazonia, from Hamburg, left	M. V. Hay cock, Miss
The It. A. I. Au. Duny of the State of the S	Prince Abdulla Ali:
Singapara for this nort on the 31st Jan. a.m.	wateren vendente util

Der chest.

and may be expected here on or about the 6th Feb., a.m. The str. Catherine Apear, from Calcutta, left Singapore on the 3rd Feb., p.m., and may be expected here on or about the 8th Feb.

SOVEREIGNS, Bank's Buying Rate ... 9.80 GOLD LEAF, 100 fine, per tael52.10

BAR SILVER, per or.301

Malwa New 21010 to -

Malwa Older \$1130 to -

Persian extra fine. \$1150 to -

here on the 9th Feb., about 8 a.m.

Malwa V. Old \$1200

Persian fine quality \$1100

Benares New \$895

Bonares Old 890

the 13th Feb.

ON HAIPHONG.—On demand2} p.c. p.m.

ON SAIGON.-On demand 2 p.c. p.m.

OPIUM.

Quotations are: Allow'ce net. to 1 carty.

VESSELS EXPECTED.

THE ENGLISH MAIL.

THE AMERICAN MAIL.

Hongkong via Manila on the 31st Jan., and is

THE GERMAN MAIL.

Nagasaki and Shanghai on the 4th Feb., at

5 p.m., and may be expected here on or about

on the 3rd Feb., p.m., and may be expected here

on or about Wednesday, the 14th Feb.

The I.G.M. str. Preussen left Kobe via

The I.G.M. str. Prinzess Alice left Colombo.

expected to arrive here on or about 11th Feb.

The O. & O. str. Copfic left Yokohama for

dre, and Mr. Driffant; for or Saigon, Mrs. Darville, Amoy Messrs. Humline, Jacob, Anping Gameau, and Miss Suzane Foochow gapore, Messrs. R. F. Grey, Keelung Bhatena; for Marseilles, Messra. Louis Maria. J. Schoeler, Thomas Kerr, Isidore Jean Pierre | Deposits received on terms which may be learned Coin, P. E. Milhe, Rev. Cance, Messrs. Antonio on application.